The China Mail.

ESTABLISHED 1845.

No. 13,061 英一千九百零五年二月九號 HONGKONG, THURSDAY, FEBRUARY 9, 1905. 日六初月正年巳乙 PRICE, $3.00 Per Month.

Intimations.

E. R.

THE VICTORIA SCHOOL at Tangkung-chau, for children of European British Subjects, will be OPENED on 20th MARCH, 1905.
The School will be open to children of both sexes, but girls over 12 years of age will not be admitted. For further particulars application should be made to the Education Department.
EDWARD A. IRVING.
Inspector of Schools.
Hongkong, February 7, 1905. 256

LOST.

IN the neighbourhood of the Public Gardens, FOX TERRIER PUP. Head and Eyes marked with Black. Answers to name of 'JOCK.' Please return to DAIRY FARM Co., Wyndham Street. Reward if required.
Hongkong, February 7, 1905. 254

WANCHAI STORING COMPANY.

NOTICE IS HEREBY GIVEN that this Company is no longer carrying on Business and that the PARTNERSHIP has been DISSOLVED.
THE WANCHAI STORING COY.
Hongkong, February 7, 1905. 259

NOTICE OF FIRM.

WE have This Day admitted Mr PETER CHANATONG and Mr JOSEPH CHANATONG as PARTNERS in our Firm.
FERNANDEZ & CO.,
4, Arsenal Street, East.
Hongkong, February 8, 1905. 270

WANTED.

A GODOWN in QUEEN'S ROAD CENTRAL.
Apply to 157,
Care of 'CHINA MAIL' Office.
Hongkong, February 6, 1905. 249

ACCOUNTANT AND CLERK.

WANTED for the ROBINSON PIANO Co., Ld., Shanghai. Clean Record Necessary.
Hongkong, February 3, 1905. 245

WANTED.

A First-Class CHINESE TEACHER for a Day School. Must have a thorough knowledge of English. Write, stating Qualifications, Testimonials, and Salary required, to
'C. C. R.,'
Care of 'CHINA MAIL' Office.
Hongkong, January 28, 1905. 191

HUMPHREY'S ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date Interest at the rate of 8% per annum will be charged upon All Calls in respect of Shares not fully Paid Up from the day appointed for Payment of such Calls, namely 3rd January, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, January 11, 1905. 219

Business Notices.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

87, QUEEN'S ROAD CENTRAL. 2124

KELLY & WALSH, LTD.

Character and Conduct, Helpful Thoughts, by Great Writers of Present and Past Ages	$3.00
Cartoons in Rhyme and Line, by Sir Wilfrid Lawson and F. C. Gould	4.00
Reed's Yacht, Trawler and Launch Engines, including Deck and Auxiliary Machinery. 12 Plates and 120 Diagrams	5.40
The Naval Constructor, A Vade Mecum for Shipbuilders, Owners, Superintendents, &c., by G. Simpson, M.I.N.A.	13.00
The Gospels in Art, the Life of Christ, by Great Painters	6.50
The Complete Motorist, by A. B. Filson Young	5.50
War and Neutrality in the Far East, by T. J. Lawrence	3.00
Style in Furniture, by R. Davies Benn, Illus.	18.50
The Life of Father Ignatius, O.S.B. The Monk and the Mystic, by Baroness de Bertouch	4.50
Fire and Explosion Risks, Detection, Investigation and Prevention, by Dr von Schwarze	13.50
Light Railway Construction, by R. M. Parkinson	9.50
Electric Traction, by H. Rider ...	9.00
Starters and Regulators for Electric Motors and Controllers, by P. Krause	4.00
Hoisting Machinery, including Elements of Crane Construction, by J. Horner	$6.75
Pears' Annual with 3 Coloured Plates	.45
Who's Who, 1905	5.50
Whitaker's Almanack ... ... 90c. &	2.20
The 'Daily Mail' Year Book'	1.35
British Journal of Photography Year Book...	.80
Lloyd's Calendar	.80
The Imperial Anglo-Chinese Diary ...	1.50
The China Coaster and Nautical Pocket Manual	2.50
Beatrice of Venice, by Max Pemberton	1.75
Sea Puritans, by F. W. Bullen ...	1.75
The Watchers, by A. E. W. Mason	1.75
The Food of the Gods, by H. G. Wells	1.75
The Sifting of the Sword, by Mrs Hugh Fraser	1.75
Dalstone Lane, by W. W. Jacobs...	1.75
The Crossing, by Winston Churchill	1.75
Whosoever Shall Offend, by Marion Crawford	1.75
Double Harness, by Anthony Hope	1.75
Traffics and Discoveries, by Rudyard Kipling	1.75
The Letters that Never Reached Him	1.75

Vinolia

Soap

Cream

Powder

For the Complexion.

VINOLIA SOAP—6 Kinds—Premier, Floral, Medical, Toilet (Otto) and Baby.

VINOLIA CREAM—For Itching, Face Spots, Eczema, and all Skin Irritation.

VINOLIA POWDER—For Redness, Roughness, Toilet, Nursery, etc.

VINOLIA SHAVING SOAP—Sticks and Cakes. "Gives a beautiful lather."

JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—24, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Kuroiwa, Nagasaki, Kuchinotsu, Sasebo, Maidzuru, Miike, Hakoda, Takao &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mine

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotana, Mameda, Mannoto, Oncura, Otaki, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals.

S. MINAMI, *Manager,* Hongkong.

Hongkong, May 31, 1904. 1119

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

PRIZE MEDAL 1878 — PHILADELPHIA EXHIBITION

OAKEY'S "WELLINGTON" KNIFE POLISH

WELLINGTON BLACK LEAD | **SILVERSMITHS SOAP** FOR CLEANING PLATE

"POLYBRILLIANT" METAL POMADE

NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Intimations.

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied, in any quantity.

Hongkong, April 25, 1904. 777

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOUREPORE CO., LD.,

CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO., *Sole Agents,* HONGKONG.

Cable Address 'LOXLEY,' Hongkong.

Hongkong, July 22, 1903. 1519

THAT BEAUTY IS ONLY SKIN DEEP IS AN ACKNOWLEDGED FACT

THE PREPARATIONS OF

Mrs ELLEN, SKIN SPECIALIST,

BRIGHTON, England, are unsurpassed for Creating, Restoring, and Preserving Beauty. Their application imparts to the Face, Neck and Arms a Delicate Softness, the Fresh Tints of Health and the Odour of Flowers. To preserve her beauty is the natural ambition of every woman of culture. The CREAM, POWDER and LOTIONS prepared by Mrs ELLEN herself are not only quite harmless, but being natural skin nutrients, are distinctly beneficial.

SOLE AGENTS: A. S. WATSON & CO., LTD., *Hongkong Dispensary.*

Hongkong, September 26, 1904. 1754

QUONG HING LUNG,

FIRST-CLASS

Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER

PRICES VERY LOW.

No. 96, Queen's Road Central, Hongkong.

Hongkong, September 14, 1904. 168

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir ROBERT HART'S SCHEMES for the Improvement of China.

Reprinted from the *China Mail.* To be had in pamphlet form at this Office.

PRICE 50 Cents.

Hongkong, July 4, 1904. 1237

Intimations.

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, Alexandra Buildings, Des Voeux Road, on FRIDAY, 10TH FEBRUARY, 1905, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 1st 11th February, 1905, both days inclusive.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, January 26, 1905. 174

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the OFFICES of the General Managers, Pedder's Street, at 12.30 P.M., on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.

JARDINE MATHESON & CO., General Managers.

Hongkong, January 28, 1905. 194

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, BANK BUILDINGS, Queen's Road Central, on TUESDAY, the 14th February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD, *Secretary.*

Hongkong, January 23, 1905. 151

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Eighteenth day of FEBRUARY, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,

(Sd.) J. R. M. SMITH, *Chief Manager.*

Hongkong, January 31, 1905. 207

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the fourth to the eighteenth day of February, 1905, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

(Sd.) J. R. M. SMITH, *Chief Manager.*

Hongkong, January 31, 1905. 208

HUMPHREYS' ESTATE & FINANCE CO., LD.

NOTICE IS HEREBY GIVEN that all SHARES in respect of which the Final Call of $7.50 per Share has not been paid will, unless the same together with Interest accrued and accruing thereon be paid at the REGISTERED OFFICES of the COMPANY, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on or before the 28TH FEBRUARY, 1905, be liable to be forfeited.

Dated the 30th January, 1905.

JOHN D. HUMPHREYS & SON, *General Managers.*

203

HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, *Secretary.*

Hongkong, January 25, 1905. 170

HONGKONG FIRE INSURANCE COMPANY, LD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the COMPANY, Pedder's Street, on MONDAY, the 6th day of MARCH, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February, to the 6th March both days inclusive.

JARDINE MATHESON & CO. *General Managers.*

Hongkong, February 8, 1905. 271

SIEN TING, *Surgeon Dentist,* No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 24, 1900. 628

Intimations.

Hongkong, February 8, 1905. 1376

To Let.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, November 21, 1904. 226

TO LET.

'HATHERLEIGH' a Detached Residence with Tennis Court on CONDUIT ROAD.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier).

GODOWNS PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, January 25, 1905. 223

TO LET.

SINGLE or DOUBLE FLOORED GODOWN; also LAND To Let on Lease or For Sale, in Wanchai Road.

Apply THE ROBINSON PIANO CO., LTD.

Hongkong, January 26, 1905 220

TO LET.

NOS. 1, 2, 3 and 4, BARROW TERRACE, KOWLOON.

Apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, December 2, 1904. 221

TO LET.

FURNISHED, from March next, Six-Roomed Bungalow with Tennis Lawn and Garden.

'YALTA' Mount Kellett, Peak.

Apply, HARRY WICKING & CO., St. George's Building.

Hongkong January 28, 1905. 187

TO LET.

NO. 14, SALISBURY AVENUE, 5 ROOMED HOUSE.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

MODERATE RENTALS.

Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, January 16, 1905. 8

TO LET—FURNISHED.

NO. 6, CAMERON VILLAS, Mount-Kellet, Peak.

For 6 months from 1st May.

Apply to H. W. FRASER, C/o Hongkong Bank.

Hongkong, January 23, 1905. 159

TO LET.

FOUR ROOMS suitable for Offices or Living Apartments, situated at Shameen, Canton.

For particulars, apply to THE AMERICAN COMMERCIAL COMPANY, Or No. 5, Queen's Road Central.

Hongkong, February 3, 1905. 243

TO LET.

2 NEW HOUSES, To Let, in CASTLE ROAD.

Apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, October 22, 1904. 224

TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.

Hongkong, March 26, 1904. 226

CHINESE SCHOOL BOOK

II.—Ts'in Tsz Man.

Translated into English by Dr. E. J. EITEL.

PRICE 40 Cents.

CHINA MAIL Office 5 Wyndham Street.

For Sale.

FOR SALE OR TO LET.

AT THE PEAK.

AN ELEVEN-ROOMED HOUSE, with Dressing, Drying, and Bathrooms; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For particulars and terms, Apply to SHEWAN, TOMES & CO.

Hongkong, December 27, 1904. 227

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY and THURSDAY,

the 15th and 16th February, 1905, at 10 A.M. each day, at H. M. NAVAL YARD,—

SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—

BOATS, ENGINES, WILLIAM'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE, MACHINES (Ventilating and Drilling), LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH, *Government Auctioneers.*

Hongkong, February 8, 1905. 264

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice the Fares will be as follows:—

KENNEDY TOWN to POST OFFICE	10 Cents First-Class; 4 „ Third „
POST OFFICE to CAUSEWAY BAY or RACE COURSE	10 Cents First-Class; 4 „ Third „
CAUSEWAY BAY to SHAU-KI-WAN.....	10 Cents First-Class; 5 „ Third „

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used—The value of the ticket issued will be stamped thereon, and the Section punched will indicate the limit of destination of the passenger.

SHEWAN, TOMES & CO., *Agents.*

J. GRAY SCOTT, *General Manager.*

Hongkong, February 8, 1905. 269

TRY OUR FRESH XMAS CAKES.

MADE from the Best of Ingredients and Pure Fresh AUSTRALIAN BUTTER in 1lb, 2lb, 3lb, and of other sizes made to order by giving previous notice.

Yearly increasing sale is the sufficient guarantee of their superiority.

All Orders will be carefully attended to.

H. RUTTONJEE, No. 5, D'Aguilar Street, Hongkong. 37 & 38, Elgin Road, Kowloon.

Hongkong, December 19, 1904. 1487

For Sale by A. S. WATSON & Co. *Chemists*

REMINISCENCES OF A NOTED JUDGE.

Henry Hawkins, Baron Brampton—a distinguished English Judge now retired ("Angin' 'Orkins"!), and as an advocate the most famous cross-examiner of his generation—publishes the *Reminiscences* of his long life (Lond., Arnold; two vols., 30s. net). The book takes instant rank as one of the best collections of legal gossip and anecdote extant. Hawkins had wit and humour and an open mind; he mated with some of the best intellects of his time; and the culling of his memory could not fail to be choice. Three-fourths of the work are scarcely to be bettered; the remainder of personalia about the Judge and his dog may be forgiven to an old man failing in his vision of the past.

Hawkins resents the imputation of undue severity that formerly attached to his judicial sentences, and is at pains to prove—and in this book does prove—the validity of his attitude. 'Society, in my opinion,' he says, 'should be protected from murderers.' But in order to be compassionate to criminals by misfortune he strained the law that he might do justice with mercy. The work is made more valuable by inclusion of opinions that represent an experience scarcely equalled. Hawkins would retain the death sentence for wilful murder; but he would abolish flogging and birching. 'In my opinion they do not substantially operate as powerful or permanent deterrents...the punishment itself is so degrading and demoralising... it is a species of torture ..and is not *necessary.*" Several times he refers with surprise and a touch of horror to the scandalously severe sentences commonly awarded in England in the early 19th century. And somewhat curiously, he refers with a kind of pride to his own scarcely less scandalous practice of trying cases all day and night, when jurors, witnesses, and officers slept from exhaustion, and the miscarriage of justice—in so far as it did not depend on the judge—was dangerously easy.

Quote some of Hawkins' scattered dicta:

The man who loses his temper loses himself and his friends.

The polite society where a spade is never called by that name, but, as Bishop Magee said, a ——shovel.

Honesty cannot compete with fraud either in sport or trade.

I have studied Judges all my professional life, and am certain that the less religious or political sentiment imparted to the Bench the better it is for the interests of justice.

No man is true to his own character at all times or on all occasions.

A barrister who possessed more innocence than virtue—that is to say, he thought it was his duty to obey whatever instructions were given to him by his solicitor.

Good cases are easy—they do not need winning; they will do their own work if you only leave them alone. Bad cases require all your attention; they want much propping, and your only chance is that, if you cannot win, your opponent may *lose.*

It is always necessary to claim more than you want, as the tribunal always gives you credit for doing so, and if you did not you would, in nine cases out of ten, get less than you ought.

Nothing in advocacy can be worse than losing your temper.

I suppose there never was, since the beginning of the human race, an original story, except the account of the creation; ever since, the serpent seems to have wound himself into all stories and destroyed the copyright.

Common-sense on the Bench is of much more importance than learning. The more pedantry, the less justice.

Concentration is the art of argument. An advocate should never have too many points.

[In my youth] my greatest delight, perhaps, was the obtaining an acquittal of someone whose guilt nobody could doubt.

Cockburn was a great cross-examiner, not because he always perceived the right points, but because he never made a mistake in arriving at them.

I always loved work and comfortable lodgings.

Circumstantial evidence is the evidence of circumstances—facts that speak for themselves and that cannot be contradicted. Circumstances have no motive to deceive, while human testimony is too often the product of every kind of motive.

Evidence in favour of a prisoner should never be kept back for the sake of the last word. It is the bounden duty of counsel to produce it especially where evidence is so strong that no speech could save the prisoner. Neither side should keep back evidence in a prisoner's favour.

A man should not despise the humblest teaching, or he may be deficient in many things he should have a knowledge of.

Nothing so enhances a sheriff's dignity as the gallows.

Knowing where to begin is a great point in advocacy.

'Bankers' clerks furnish the best tests for handwriting. "Experts" are clever enough, and mean to be true, but every *expert* in a case has some unknown quantity of bias.

Some of Hawkins' stories—a life collection:

A story of Mr Justice Maule. A man was charged with murdering his wife. The defence pled insanity, and called a village clergyman, who said that accused had regularly attended church for thirty-four years. "Suddenly, without any apparent cause, the man became *a Sabbath-breaker,* and absented himself from church." Maule made a calculation. "Then you have delivered to this unhappy man a grand total of *five thousand three hundred and four sermons, discourses or homilies!*" Maule's eyes were now riveted on the clergyman as though he were an accessory to the murder. "Did the idea ever strike you when you talked of this unhappy being suddenly leaving you ministration and turning Sabbath-breaker, that after thirty-four years he might want a little change? Would it not be reasonable to suppose that the man might think he had enough of it?"

"It might, my lord."

"And would not that, in your judgment, instead of showing that he was insane,

prove that he *was a very sensible man?* And,' continued Maule, 'that he was perfectly sane, although he murdered his wife.?'

Hawkins worked Maule's quary, and took the other view of the man's religious sufferings, so that he persuaded the jury that no man's mind could stand the ordeal. He clinched his case by having prisoner's two little children in court, dressed in black frocks and sobbing bitterly, and got the verdit.

At dinner that evening Hawkins met an old inhabitant of the village where the murder had been committed. 'You made a touching speech, Mr Hawkins,' said the old inhabitant; 'but I don't think you would have painted the distressed home in such glowing colours if you had seen what I saw last week when driving past. The little children who sobbed so violently in court this morning, and to whom you made such pathetic réference, were playing on an ash-heap near their cottage; and they had a poor cat with a string round its neck, swinging backwards and forwards, and as they did so they sang:

'This is the way poor daddy will go!
This is the way poor daddy will go!'

Such, Mr Hawkins, was their excessive grief!'

'Yes,' comments Hawkins, '*but it got the verdict.*'

Hawkins says of Mr Justice Graham that he was so very polite that when he sentenced a batch of prisoners to death he did it in a manner that might make anyone suppose, if he did not know the facts, that they had been awarded prizes for good conduct. At the Old Bailey he was passing sentence of death on sixteen persons and omitted one name. The prisoners left the dock. The gaoler drew attention to the omission.

"What is the prisoner's name?" asked Graham.

"John Robins, my lord."

"Oh, bring John Robins back—by all means let John Robins step forward. I am obliged to you."

The culprit was once more placed at the Bar, and Graham, addressing him in his singularly courteous manner, said apologetically:

"John Robins, I find I have accidentally omitted your name in my list of prisoners doomed to execution. It was quite accidental, I assure you, and I ask your pardon for my mistake. I am very sorry, and can only add that you will be hanged with the rest."

This singular Judge, adds Hawkins, was ever complaining and fretting over the disappointments of life. He was dissatisfied with his position and worried about trifles. The weather was a source of great annoyance to him. 'He said, if he had been one of those *ephemeral insects* who live only a day, he would have been brought into the world *on a wet one.*'

Of another judge, Baron Martin, who was not poetical and fond of the turf, Hawkins says that when a beautiful landscape was pointed out to him by some proprietor of a lordly estate, he would say, 'Yes, a verra fine place indeed; and I would have the winning-post *there!*'

A very rude Scotch judge, to express his contempt of an advocate, pointed with one forefinger to one of his ears and with the other to the opposite one.

'You see this, Mr ——?'

'I do, my lord,' said the advocate.

'Well, what you are saying just goes in here and comes out there.'

'I do not doubt it, my lord,' replied the advocate. 'What is there to prevent it?'

A man was tried for the murder of his father and mother; the evidence left no doubt of his guilt; and the judge summed up clearly. Yet the jury brought in '*Not guilty.*' The judge was angry, and asked the reason, since they knew the culprit was guilty and ought to have been hanged. 'That's just it, my Lord,' said the foreman. 'We had no doubt about the prisoner's guilt, but *we thought there had been deaths enough in the family lately.*'

The celebrated Samuel Warren told Hawkins some of his experiences as a Lunacy Commissioner.

One of my patients, when I was asking him about his relations, told me he had married the devil's daughter. 'She was a nice girl enough,' he said, 'and although my people thought I had married *beneath* me, I was satisfied with her rank, seeing she was a Prince's daughter. We went off on our honeymoon in a chariot of fire which her father lent us for the occasion, and had a comfortable time of it at Monte Carlo, where all the hotels are under her father's special patronage.'

'I hope,' said I, 'your marriage was a happy one.'

'Yes,' said he with a sigh, '*but we don't get on well with the old folks.*'

A persuasive advocate named Brown asked for the adjournment of a case over a day. 'Why?' asked the judge.

'My lord, the fact is I am going to take the first step towards a divorce.'

—The appeal touched the judge; the reason was sufficient. Every step in a divorce was to be encouraged, especially the first. The application was granted, and Brown was married the next day.

Justice Cockburn who was sitting with Thesiger and Chief Justice Campbell, was much annoyed at Campbell's Scottish pronunciation of French in a document he was reading from the Bench. 'He is murdering it,' said Cockburn—'murdering it.' 'No, my dear Cockburn,' answered Thesiger, 'he is not killing it, only Scotching it.'

A fragment of a judicial report:

A policeman arrested a man for murdering a woman, and left the prisoner temporarily in charge of a farm-labourer.

'Why,' asked the labourer, 'what have you been a-doin' of?'

'Killin' a woman,' answered the murderer.

'Killin' a woman!' said the other. 'Why, what do you want to kill a woman for? she wasn't your wife, was she?'

'Nay,' answered the murderer, 'or I should ha' killed her afore.'

Lord Westburg, the judge now deceased, who was reported as saying that 'the House of Lords had abolished hell with costs,' asked Hawkins to send him the copy of his *Reminiscences.* 'So I would,' says Hawkins, 'if I only knew his address.'

Hawkins says his success was due entirely to hard work. He will not state his income at the height of his career as an advocate, but he states that a less popular advocate was earning 20,000*l.* a year, Hawkins refused one fee of 20,000*l.* to go to India.—As an example of expeditious 'justice' in the olden time, he quotes a case of picking pockets—sentence, seven years' transportation—time 2min. 53secs—He says the Tichborne case, in which he played the leading legal part in fighting the Plaintiff, would have been quashed at the outset but for the stupidity of the Chancery lawyers. If Lord Coleridge had retained his lead at the second trial, apparently the Plaintiff might have escaped.—Hawkins, after warmly opposing, was convinced by a case he tried that the Act permitting prisoners to give evidence and undergo cross-examination is soundly based.—One may make an end of a most entertaining book by quoting Hawkins' mottoes:

Never fret!
Toujours prêt!

—*Bulletin.*

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

Dep.		Steamer.	Destination.	Mail due London about.		Due.	
Feb.	11	P. & O. Simla	London	March	11	March	8
,,	15	G. M. S. Zieten	Bremen			,,	28
,,	21	M. M. Polynesian	Marseilles	,,	19	,,	18
,,	25	P. & O. Chusan	London	,,	25	April	1
March	1	G. M. S. Sachsen	Bremen			,,	11
,,	11	P. & O. Bengal	London	April	8	,,	15
,,	17	G. M. S. Prinzess Alice	Hamburg			,,	25
,,	25	P. & O. Nubia	London	,,	22	,,	29

CANADIAN MAIL.

Dep.		Steamer.		Destination.	Due.	
1905					1905	
March	8	C.P.R.	Empress of Japan	Vancouver.	Mar.	29
,,	15	do.	Athenian	do.	April	8
,,	29	do.	Empress of China	do.	,,	19
April	19	do.	Empress of India	do.	May	10
,,	26	do.	Tartar	do.	,,	20
May	10	do.	Empress of Japan	do.	,,	31
,,	24	do.	Athenian	do.	June	17
,,	31	do.	Empress of India	do.	,,	21

AMERICAN MAIL.

Dep.		Steamer.		Destination.	Due.	
1905					1905	
Feb.	17	P.M.S.	China	San Francisco	March	17
,,	28	do.	Manchuria	do.	,,	28
March	11	O. & O.	Doric	do.	April	8
,,	24	do.	Korea	do.	,,	21
April	4	do.	Coptic	do.	May	2
,,	15	P.M.S.	Siberia	do.	,,	13
,,	25	do.	Mongolia	do.	,,	23

AUSTRALIAN MAIL.

Dep.		Steamer.	Destination.	Due.	
1905				1905	
Feb.	14	E. & A. Empire	Sydney.	Mar.	1
,,	14	C. N. Tsinan	do.	,,	15
Mar.	6	N. D. L. Prinz Sigismund	do.	,,	29
,,	8	E. & A. Eastern	do.	,,	29
April	5	,, Australian	do.	April	26
,,	17	N. D. L. Prinz Waldemar	do.	May	10
May	3	E. & A. Empire	do.	,,	24
,,	29	N. D. L. Prinz Sigismund	do.	June	21

Intimations.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	3000	Comdr Richard M. Harbord	Hongkong
Albion	battleship, 1st class	12,950	12	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	1050	6	1400	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommanney	Hongkong
Astræa	cruiser, 2nd class	4360	10	—	Captain L. G. Tufnell	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Hongkong
Centurion	battleship, 1st class	10,600	14	13,000	Captain Fegen	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. Asser	Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000		Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1640	—	800	Lieut.-Comdr. P. M. Riadore	Weihaiwei
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Fanckner	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. A. Gregory	Hongkong
Kinsha	river gunboat	—	4	—	Lt.-Comdr. C. P. Metcalfe	Yangtsze
Moorhen	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
†Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	350	6	3300	Reserve	Hongkong
Phœnix	sloop	1045	6	1400	Reserve	Hongkong
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Array	West River
Sirius	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Spy	river gunboat	85	—	240	Lt.-Comdr. Davidson	Yangtsze
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Taku	torpedo boat destroyer	250	6	6500	Lieut.-Comdr. Cranfurd	Hongkong
Tamar	receiving ship	4360	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. V. Dugmore	Yangtsze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	—	—	—		Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Reserve	Hongkong
Waterwitch	surveying ship	690	—	450	Comdr. Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	[illegible]	2	5900	In Reserve	Hongkong
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

† Flag of Rear Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Nationality and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2487	20	7300	Capt. Friedrich Grinzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti Franz	Hongkong
Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspic	French gunboat	477	—	[illegible]	Lieut. [illegible]	Saigon
Avalanche	French gunboat	140	5	150		Haiphong
Bengali	French gunboat	580	6	400	—	Saigon
Bugeaud	French cruiser	2700	22	[illegible]	Capt. Lefèvre	Saigon
Casse-tete	French gunboat	140	5	150		Haiphong
*Châteaurenault	French cruiser	8018	18	17,000	Captain V. Poidloue	Woosung
Comete	French gunboat	525	4	438	Commander Louel	Haiphong
Decidée	French gunboat	690	10	900	Commander L'Est	Saigon
D'Assas	French cruiser	4000	31	9500		Saigon
Estoc	French gunboat	—	—	—		Haiphong
Froude	French destroyer	350	7	393	Lieut. Jehenne	Haiphong
Gueydon	French cruiser	9376	36	20,200		Shanghai
Henri Riviere	French gunboat	—	—	—		Haiphong
†Javeline	French destroyer	307	7	350	Lieut.-Comdr. Beaussant	Haiphong
Kersaint	French gunboat	1250	6	2200	Commander Le Golleuv	Shanghai
†Montcalm	French cruiser	9700	12	19,600	Captain Oros	Haiphong
Mosquet	French torpedo-boat	350	7	300	Lieut. de Vean Prat	Haiphong
Olry	French gunboat	—	—	—	Capt. Hourst	Yangtsze
Pascal	French cruiser	4015	27	8500	Comdr. Sonnes	Hongay
Pistolet	French torpedo-boat	350	7	300	Lieut. de Woerth	Haiphong
Redoutable	French cruiser	9437	8	6071		Saigon
Styx	French cruiser	2796	16	1700	Capt. Vincent	Saigon
Sully	French cruiser	9856	—	20,000	Captain Guiberteau	Shanghai
Surprise	French gunboat	[illegible]	2	900	Lieut. Holgue	Shanghai
Takiang	French gunboat	—	—	—		Yangtsze
Vanban	French cruiser	6150	23	4560	Captain Blonde.	Along Bay
Vigilante	French gunboat	123	7	500	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	2900	Comdr. Huss	
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Prowe	Manila
Geier	German cruiser	1776	15	2960	Comdr. von Studnitz	Singapore
Hansa	German cruiser	6230	34	10,000	Capt. Weber	
Hertha	German cruiser	6590	37	10,000	Capt. Baron Schimmelmann	Singapore
Iltis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Jaguar	German gunboat	900	10	1300	Comdr. Willrandt	Shanghai
Luchs	German gunboat	850	10	1344	Comdr. Kroencke	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Seeadler	German cruiser	1640	15	2800	Comdr. Persius	Shanghai
Thetis	German cruiser	2660	24	8000	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	
Tsingtau	German gunboat	170	5	1300	Comdr. Giebber	Canton
Vorwarts	German gunboat		3	500	Lieut. Scharf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2408	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Hongkong
Diu	Portuguese gunboat	720	—	—	Captain Coutinho	Hongkong
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Singapore
Aleout	Russian gunboat	[illegible]	[illegible]	[illegible]	Comdr. Guinter	Vladivostock
Amur	Russian cruiser	2600	5	4700	Comdr. Gramatchickoff	Port Arthur
Askold	Russian cruiser	6000	27	24,000	Capt. Reitzenstein	Shanghai
Bayan	Russian cruiser	7800	10	16,500		Port Arthur
Bobre	Russian gunboat	1050	3	[illegible]	Comdr. Erjeckovitch	
Bogatyr	Russian cruiser	6640	12	19,500		
Diana	Russian cruiser	6731	6	8000		Saigon
Djighit	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3300	Comdr. Yourieff	Port Arthur
Gremiastchy	Russian gunboat	1430	6	2000	Comdr. Zagaransky	
Gromoboi	Russian cruiser	12,364	44	14,500	Captain Jessen	Vladivostock
Guiliak	Russian gunboat	1500	6	1000	Comdr. Shumoff	
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Novik	Russian cruiser	3000	6	17,000		Shangalek
Otvajny	Russian gunboat	1430	6	2000	Comdr. Vasilieff	Port Arthur
Peresviet	Russian battleship	12,674	15	14,500	Captain Koroleff	
Petropavlovsk	Russian battleship	10,960	16	10,600	Captain Jakovleff	
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatzarcleng	Damaged
Poltava	Russian battleship	10,960	16	10,600	Captain Osoroff	Port Arthur
Rasboynica	Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur
Retvizan	Russian battleship	12,902	16	16,000		Port Arthur
Rossia	Russian protected cruiser	12,200	68	17,000	Captain Sepelrennipoff	Vladivostock
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	
Sevastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silatch	Russian gunboat	950	2	1126	Lieut.-Comdr. Ivanoff	Port Arthur
Veadnik	Russian gunboat	500	9	3300	Comdr. Zagorlansky-Kissel	Port Arthur
Zabiyaka	Russian cruiser	1239	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer.	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Manila
‡Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	238	10	600	Lieut. Dismaker	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Chefoo
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. L. Arnold	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. E. Sanyer	Manila
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander G. B. Harbe	Manila
Oregon	U. S. cruiser	10,288	45	11,111	Captain Burwell	Shanghai
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14		Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila
Wisconsin	U. S. flagship	12,000	50	12,600	Captain Clover.	Shanghai

‡ Flagship of Rear-Admiral Folger.

There is also a Philippines U.S. Squadron.

* Flagship of Rear-Admiral de Jonquières.

† Flagship of Vice-Admiral Bayle.

MEMOS. FOR TO-MORROW.

Meeting.

11 a.m.—Auction of a Quantity of Stores, &c., at Mr Geo. P. Lammert's Sales Rooms.

Noon—Meeting of Humphreys' Estate & Finance Co., Ld., at the Registered Offices.

Amusements

9 p.m.—Concert in City Hall.

Miscellaneous.

Goods per *Glenfarg* not cleared on this date subject to rent.

General Memoranda.

SATURDAY, February 11:—
2.30 p.m.—Auction of Japanese Curios, &c., at Mr V. I. Remedios' Sales Rooms.

MONDAY, February 13:—
12.30 p.m.—Meeting of Hongkong Ice Co., Ld., at General Manager's Office.
Goods per *Caledonien* unclaimed after this date at Noon will be subject to rent and landing charges.
Good per *China* undelivered by this date at noon will be landed.

TUESDAY, February 14:—
Noon—Meeting of Hongkong, Canton & Macao Steamboat Co., Ltd., at Company's Office.

WEDNESDAY, February 15:—
11 a.m.—Auction of Sundry Naval, and Condemned Stores, &c., at Naval Yard.

THURSDAY, February 16:—
9 p.m.—Concert in the City Hall.
Goods per *Pekin* not cleared at 4 p.m. on this date subject to rent.

DEATH.

On February 9, W. R. LAIRD, Chief Officer s.s. "Shahzada," accidently killed on board. The Funeral will pass the Monument at 4 p.m. to-morrow.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, THURSDAY, FEBRUARY 9, 1905.

THE ROYAL NAVAL TEMPERANCE SOCIETY.

On Tuesday afternoon, as we reported in yesterday's issue, representatives of the different sections of Hongkong Society gathered to discuss the Governor's scheme, in which His Excellency suggested a plan to assist those who, with or without any fault of their own, were cast upon the shores of this island having neither means of subsistence nor home of refuge. On the evening of the same day, in the City Hall, a large gathering of bluejackets and soldiers met to enjoy a concert under the auspices of the Royal Naval Temperance Society. The Hon. Mr Gershom Stewart, at the afternoon's meeting, is reported to have said, 'the public houses were in unduly large number, and threw temptation in the way of men who had no home to go to.' Many will, no doubt, endorse Mr Stewart's affirmation. If, however, the principles which stand at the base of the great organisation which is proud to acknowledge Miss Weston as its head, were more generally accepted and acted on, there would soon, we are convinced, be fewer public houses, and little need of unrest, inasmuch as 'distressed seamen' would be few, and 'wastrels' would almost cease to exist. It was, indeed, an inspiration to see the large hall full of men, of both branches of H.M. services, and to watch the keen delight with which they listened to the speeches, and the high appreciation shown towards the songs rendered by the ladies and others. Miss Weston's organisation is well-known to temperance workers in Hongkong, though, perhaps, like most organisations of its kind, it is too modest in its pretensions. We do not remember to have either seen or heard of such a large rally as that which was brought together on Tuesday evening, and it cannot but follow that such a demonstration, with all the buoyancy and expectancy which characterised it, will do much to strengthen the teetotal cause. We believe that there were some forty new members enrolled as the direct result of the demonstration. It must be a source of thankfulness to those who are responsible for, and have the well-being of the army and navy at heart, to see this Society in such an active and flourishing condition. We do not wish to pose as narrow-minded faddists. We do not set ourselves up as the ruler and the judge of the actions of others. But when men are unwise enough or unstable enough to do in private, that which brings them to the notice of their fellows in public, then no one is overstepping the limits of privilege in referring to such. When for example, a man is found battered about the face, without shoes and stockings, and unable to stand upright: when he is conversed with, and after some difficulty, it is discovered that he has a young wife and two little children in England; when he thereupon produces a bottle of pure or impure spirit from his pocket with the view of adding more helplessness to his present condition; then all well-wishers of human kind are delighted that there are those who are working to redeem such, and rescue them from the demon which controls them, that they may be once more free. Therefore, in view of these facts, we gladly express our admiration of and offer our congratulations to Miss Weston and her loyal supporters. One good point in the constitution of the Royal Naval Temperance Society is that its members need not profess themselves members of any branch of the Church. It is teetotal, pure and simple. We do not mean by this that religion is shown the cold shoulder. Far from it. But a man's a man, and drink is recognised as a great evil to some men, from whose dominion they are to be delivered, without distinction of creed or sect. Moreover, all denominations are welcomed with the same warm hearted friendliness. On the platform on Tuesday evening not only were there chaplains of the Church of England, but a Presbyterian chaplain was also present. In this way, too, the Society is doing good work by bringing the leaders of thought together, that each may discover what is good in the other, and so learn to appreciate his brother man. Whatever then may be our particular views about absolute teetotalism we can only think good of this organisation to whose existence and for whose assistance many men and their families are and will be indebted throughout their lives.

LOCAL AND COAST NEWS.

All of the cases at the Magistracy this morning were dealt with by Mr J. H. Kemp, both Mr H. H. J. Gompertz and Mr F. A. Hazeland being absent owing to illness.

Union Church Literary Club.

At the Union Church Literary Club this evening, Mr J. Dyer Ball will lecture on '4000 years of the Chinese' at 9 p.m. The Governor, Sir Matthew Nathan, has kindly consented to be present at this meeting.

A Chief Officer's Death.

A fatal accident occurred on board the steamer "Shahzada" in the harbour at an early hour this morning. At about 2 o'clock a fire broke out in the vessel's hold and while working at it the Chief Officer, Mr W. R. Laird, fell down between decks (a distance of about 14 feet) and expired shortly after being rescued. The fire was only a small one and was soon got under control.

Band at King Edward Hotel.

By kind permission of Major Radcliffe and Officers, the Band of the 93rd Burma Infantry will play the following programme of music at the above Hotel during dinner, on Friday, the 3rd Feb.:—
March.....'E dunno where 'E are' ..Carter
Intermezzo...'Under the Moon' ..G. Ruschi
Selection.....'Reminiscences of Chopin'... Winter Bottom
Polka .....'The Handy Man'.... Coote
Valtz .....'Des Fleurs'...Ischarkwosky
Selection .....'The Silver Slipper' Leslie Stuart
Dance .....'Barn Dance'... King Hall
GOD SAVE THE KING.

Herr Friedenthal's Concert.

The following is the programme to be played by Herr Friedenthal at the City Hall to-morrow evening:—Sonata ('Moonlight Sonata') op. 27 in C sharp minor, (I.) Adagio sostenuto, (II.) Allegretto, (III.) Presto (Beethoven); (a) Nocturne, (b) Valse Posthume, (c) Funeral March, (d) Polonaise in A flat, (Chopin): Overture to 'Tannhäuser' (Wagner-Liszt); (a) Storm Scene, from 'The Flying Dutchman' (Wagner-Friedenthal): (b) Serenade (Schubert-Liszt); (c) Csardaban Pusztaban (Friedenthal); (a) Gavotte Antique (Corelli); (b) Hungarian Rhapsody, No. 11 (Liszt).

An Illustrated Weekly.

The last mail from Home brought us a copy of *The Bystander* for January, an illustrated weekly, which embraces in its 52 pages of reading matter, such topics as sport, travel, fiction, art, literature and the drama. The many illustrations throughout the magazine are of a varied character, and as each picture is set-off with a well-written descriptive article, it should find favour with the reading public. Under the heading of 'The Least Photographed Celebrity in the World' appears a photograph showing the Empress Dowager of China, surrounded by five of her lady attendants. The picture is a good one, and as it is supposed to be the only one of its kind in existence, it should prove to be of local interest. There is also a good photograph of Mr F. A. McKenzie, who acted as war correspondent for the *Daily Mail* with the first Japanese army in Manchuria. Issued with the January number of *The Bystander* is a supplement, entitled 'A Study in Scarlet,' a picture specially painted by Mr A. K. Macdonald.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER, via BOMBAY.]

[Received on February 8, at 5.58 p.m.]

MR LEE'S SPEECH.

A PLAIN RECITAL OF REFORMS.

No Threat Suggested.

LONDON, February 8.

Mr Arthur H. Lee, M.P., Civil Lord of the Admiralty, speaking at Eastleigh, referred to the extraordinary outcry that had been made over his last speech.

That speech was, he said, a plain recital of certain naval reforms, but a meaning had been read into it that never existed.

He had suggested no threat, and no foreign power could take exception to what he had said.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER, via BOMBAY.]

Received on February 8, at 5.30 p.m.

REFORMS IN RUSSIA.

REVISING CENSORSHIP LAWS.

A Committee Appointed.

LONDON, February 8.

A decree has been issued by the Tsar dealing with the proposed reform of certain laws.

M. Kobeko, a member of the Council of the Empire, has been created President of an influential committee to revise the censorship and press laws.

[REUTER'S SERVICE.]

AN ADDRESS TO THE TSAR.

LONDON, February 7.

The St. Petersburg nobility have adopted by 158 votes to 20, an address to the Tsar urging him to summon the elected representatives of the nation.

MAXIME GORKI.

The reported release of Maxime Gorki, the Russian novelist, is incorrect.

THE PEACE PARTY.

The Assembly of Nobles at Moscow have met to decide upon the presentation of an address to the Tsar. Of the two addresses submitted, the one, conservative, which was adopted by a majority, says that peace in the Far East without humiliation, will presently be impossible: it expresses confidence in the ultimate victory of Russia, but deprecates internal reform until the war is ended. The other, Liberal, which was rejected, advocated collaboration of the Tsar with the people for reform.

STRIKES SPREADING.

The strike movement is spreading in all directions in Russia: it is increasing in Tiflis, Batoum, and on the Transcaucasian railway, where there have been sanguinary conflicts between the Cossacks and the revolutionary mobs.

SUPREME COURT.

IN BANKRUPTCY.

(Before His Lordship Sir H. S. Berkeley, Chief Justice).

Wednesday, February 8.

PUBLIC EXAMINATIONS.

Re the Cheung Cook Nam, lately trading as dealers in jewellery, silk and ivory, at No. 41 Queen's Road Central. The debtor on being examined by Mr G. H. Wakeman (Official Receiver) said that he had been in business for nine years having commenced with a capital of $14,000. For two or three years the business was run at a profit but he had borrowed money to start a branch at Havana and owing to the high rate of interest and heavy expenses he began to lose money. He knew he was in difficulties three years ago but expected to receive sufficient money from abroad to pay his creditors.

Mr P. W. Goldring said that there were upwards of 30 creditors but only one (the landlord), who was secured, showed any interest in the proceedings.

The examination was declared closed.

In the case of the Hang On Firm, lately trading at No. 102 Queen's Road, Mr C. E. H. Beavis applied for adjudication on behalf of the Official Receiver. The application was granted.

Re the Yeung Hing Bank, bankers and cigar merchants of No 144 Queen's Road. Mr W. Dixon applied for a receiving order. The manager of the bank had absconded and there was no likelihood of him coming up for his examination. The application was granted.

The public examination re the Wing Chan Kee firm was adjourned upon the application of the Official Receiver.

A GREAT BOOK.

Last evening in the Union Church, the Rev. C. H. Hickling lectured on 'The Imitation of Christ' by Thomas à Kempis. The time of its publication was that of the invention of printing. The period was stormy. Rival Popes were anathematising each other and the Wars of the Roses about to break out. Two rival ideas were struggling for supremacy in Christendom. Hildebrand conceived of a spiritical empire, raised on the ruins of political Society; Francis of Assissi affirmed that men rose to their highest as they most nearly imitated Jesus of Nazareth. This imitation Thomas endeavoured to carry out by means of obedience, poverty and celibacy. His book was the aroma of his life. This gem of Christian literature had been appreciated all along its 464 years. There had been about 40 Latin editions and above 60 translations.

'The Imitation' was the work of a recluse and readers often felt the crampedness of the cell. Thomas gloried in it and had much to say for it. Nevertheless renunciation as understood by the hermit was not the ideal of the New Testament. In its free, bracing air, all right relationships were to be cultivated and suffused with the spirit of Jesus. If men of power and character were not willing to be men of affairs, all would go to the devil.

Thomas's view of the earthly life was *pessimistic* The more spiritual a man desired to be, the more bitter did he find the present life. He urged that *introspection* which most men object to. The precepts 'know thyself,' 'examine thyself' were obnoxious. But with our author this was not morbidity: he insisted, throughout, on *practical religion*. Some had their religion only in books, some in pictures; some in pomp and splendour of external worship; some had Christ in their mouths, but not much in their hearts. He did well who loved much; he did much who did well; and he did much and well, who constantly preferred the good of the community to the gratification of his own will. The Schoolmen were occupied with metaphysical abstractions and logic-chopping. Thomas said, 'men were more eager to learn much than to live well.' He would rather feel compunction of conscience than know how to define it. He cared little for the clothes of Religion, but absorbingly for the body of it. How vain it was to desire to live long and not be careful to live well. At the Day of Judgment we should not be examined as to how well we had spoken; but as to how religiously we had lived, With this in view he was most insistent on pondering over the love of Jesus until the friendship of Jesus became a personal experience; on a surrender of the whole life to Jesus, the completeness of which would be measured by the need we all had of Jesus. *To be humble* was the theme of all his teaching. The more lofty the building was designed to be, the deeper must the foundations of it be laid. We were men, only frail men, although, by many, we might be reputed angels.

Though the work of a monk, the book was full of sound shrewd sense. *Slanderers* existed in Thomas's day but he treated them in a Christian manner. 'He that careth not to please men, nor feareth to displease them, shall enjoy much peace' was a good recipe for dealing with slanderers. He was justly severe on *gossips* and chatterboxes. 'Often I could wish that I had held my peace when I had spoken,' was a re-echo of the Latin motto of Publius Syrus. 'I have often grieved that I spoke, never that I held my tongue.' As to *advice*—'I have often heard that it is more safe to take advice, than to give it.' Here was a bunch of wisdom. No man could safely govern that would not cheerfully become subject; no man could safely command that had not truly learned to obey. Blessed was he, that could renounce every enjoyment that might either defile or burden his conscience! Let conscience be kept pure and God would be a continual defence; and him, whom God defended, the malice of man had no power to hurt. 'Open not this heart to every man; but intrust its secrets to him only that is wise and feareth God.' 'Flatter not the rich; nor affect to be seen in the presence of the great.'

Thomas knew the value of *hard work*. 'The old serpent will tempt and trouble thee, but by prayer he shall be put to flight and by useful occupation than shall greatly stop the way against him.'

One of the main uses of the book was, that while it earnestly enforced the constant cultivation of Christian graces, it laid open the intense enjoyment that sprang from this labour. It revealed the hidden charm which lay in godlikeness and demonstrated the sure though secret alliance which obtained between the peace of heaven within the man, and the exercise of patient persistence under all the adversities along the path which led to heaven. In these days, a hasty reader might see mostly wax in the book, the patient reader would find it abounding in honey.

THE RUSSO-JAPANESE WAR.

The Captured and Sunk.

The *Asahi* publishes the following list of steamers captured by the Japanese warships since the outbreak of war:—

NAME.	FLAG.	CAPTURED.
Russia	Russian	Feb. 7.
Mukden	,,	Feb. 6.
Argun	,,	Feb. 7.
Nicolai	,,	Feb. 10.
Michael	,,	Feb. 10.
Alexander	,,	Feb. 10.
Manchuria	,,	Feb. 17.
Ronik	,,	Feb. 10.
Ekaterinoslav	,,	Feb. 6.
Juridia	,,	Feb. 17.
Manchuria (2)	,,	Feb. 9.
Kotik	,,	Feb. 10.
Talia	,,	Apl. 13.
Goergi	French	Aug. 10.
Fuping	German	Oct. 12.
Veteran	British	Dec. —
Nigretia	,,	Dec. —
King Arthur	,,	Dec. —
Roseley	,,	Jan. 11. '05.
Lethingtong	,,	Jan. 12.
Wilhelmina	Dutch	Jan. 16.
Bowtry	British	Jan. 17.
Oakley	,,	Jan. 18.
Burma	Austrian	Jan. 25.

Besides these two Russian sailing vessels were captured in February.

The following steamers were released by the Prize Court:—

NAME.	FLAG.	CAPTURED.
Hermes	Norwegian	Feb. 9.
Aggie	,,	June 7.
Hsiping	British	July 14.
Peiping	Chinese	July 17.
Siahan	British	Oct. 7.

The Japanese steamers that have been sunk by the Russians are given as follows:—

NAME.	TONNAGE.	SUNK.
Nagoura	1,084	Feb. 11.
Hanyei	74	Mar. 26.
Goyo	600	April 25.
Kinshiu	3,853	April 26.
Haginoura	—	April 26.
Hitachi	6,175	June 15.
Idzumi	3,229	June 15.
Seisho	150	June 30.
Takashima	318	—

Four small sailing vessels were also sunk. No Japanese vessels have been captured by the Russians.

The vessels sunk in blocking the entance to Port Arthur number 17, with an aggregate tonnage of 35,203.

WEIHAIWEI.

Will Great Britain Evacuate the Territory?

The evacuation of Port Arthur by the Russians raises in a very pointed form our status at Weihaiwei.

Under the convention signed at Peking in 1898, the Emperor of China agreed to lease to her Majesty's Government 'Weihaiwei, in the province of Shantung, and the adjacent waters for so long a period as Port Arthur shall remain in the occupation of Russia.' The occupation of Port Arthur by Russia has come to an end, and unless, as is reported to be the case, some new arrangement has been entered into by the British Government with China, our occupation of Weihaiwei must come to an end as well.

Be that as it may, events have again forcibly shown how fatuous has been the policy of the Unionist Government in China. When that Government secured Weihaiwei Cabinet Ministers went into transports of delight over their own diplomatic astuteness. If Russia, it was argued, had laid her hand on Port Arthur, we had got a firm grip of a valuable territory which was to become the Gibraltar of the Far East. But while Port Arthur developed into an almost impregnable fortress, Weihaiwei has been converted into a health resort, and politicians who in 1898 grandiloquently lauded its great strategical value were within three or four years unctuously dilating on its balmy climate and hygienic surroundings.

The story of Weihaiwei is indeed a record of almost unparalleled fatuity. Early in the Session of 1898 Mr Balfour, referring to the leased territory, declared: 'I think it is of great value, diplomatically; that it is of immense value as a naval base and not merely in naval warfare, but also in military operations by land, should such, unhappily, become necessary in the future.'

The cat, however, soon emerged from the bag. Early in the following Session the Government were questioned as to why, if Weihaiwei was going to be strongly fortified, only some £9,000 appeared on the Estimates on account of works, and, in replying, Mr Austen Chamberlain (then Civil Lord of the Admiralty) gave a glimpse of what was soon to become clearly apparent by hinting at its value as a sanatorium. In 1901 the present Chancellor of the Exchequer intimated in the House that in future the Colonial Office and not the Admiralty would be the department concerned with Weihaiwei, and early in 1902 Mr Arnold-Forster announced that it had been decided on strategic grounds not to fortify the place.

Mr Bryce then asked the Secretary of the Admiralty whether documents indicating how this decision had been arrived at would be submitted. 'No, sir,' was the reply. 'The decision of the Government, so far as the Admiralty was concerned, was based on general knowledge of the position and capabilities of the place for the purpose for which it was required.' Mr Pretyman, Civil Lord of the Admiralty, subsequently imparted to the House the reassuring information that Weihaiwei was to be a summer sanatorium for the fleet, and that the climate 'was even a better climate than that of Japan.'

Such is the story of this diplomatic fiasco, which the Government, no doubt, would like to forget. What will now happen in regard to the leased territory remains to be seen, but an announcement on the subject must soon be made.

It is interesting to note that, according to the annual report issued some months back by the Colonial Office, the military force at Weihaiwei consists of a staff-sergeant, two corporals, and two sappers of the Royal Engineers. The population of the territory is stated to number 150,000, while the leased area covers 285 square miles and the British sphere of influence 1,500 square miles.—*Chronicle.*

CAPTURED.

THE ISLAND INVADED.

Incidents of the Night.

(BY OUR SPECIAL 'WAR CORRESPONDENTS.')

If ever any of Great Britain's possible enemies take it into their heads to invade Hongkong—which, in such a contingency, is sure to be dubbed another Gibraltar of the East—they should select a night such as that which has just passed. I give this little bit of information on the offchance that it will not be regarded as a military secret—for anything in that direction I am unable to give.

First of all the night was too rainy, and foggy, and cold to discover any, and second of all military secrets are generally so obscure that it is impossible for the mere layman to make head or tail out of them even if he has all the facts at his command.

A heavy pall hung over the island from the early evening, and, as the night wore on, the darkness became so dense that it could have been felt by anyone whose fingers were not too numbed by the cold to respond to the will of the spirit. Moisture dripped from the clothing of those who were on the alert for invaders, and the chill of the wind was so intense that it was almost impossible to slip a cartridge into the rifle when such action was necessary.

However, the defenders on the heights stared out into the fog gamely. They did not lose their heads over what they saw. Their range of vision was limited to a few feet—and it was utterly impossible for them to see anything. Consequently they cannot be blamed for not seeing the invaders when they landed.

Most people are aware that this attempt upon the island was made so that General Slade could have an opportunity of judging of our efficiency, and a manœuvre was arranged in which a naval force consisting of the "Hogue," "Astræa," "Iphigenia," and "Andromeda," four torpedo boat destroyers and two torpedo-boats should attempt to land troops and capture the island.

On board the cruisers were a thousand Indian troops, and the naval force was commanded by Vice-Admiral Sir Gerard H. Noel, who had the "Alacrity" as flagship. All the vessels left the harbour early in the day for what any Japanese Admiral would call a 'certain place,' and after night fall they bore down upon the island with all lights out to commence the invasion.

During the day, too, the men of the garrison and a number of Volunteers were posted in 'certain places' on the island, but particularly in all the forts—Lyeemun, Devil's Peak, the Sanatorium, Belcher's and Stonecutter's all being manned. The guns necessary for the defence of the Colony had been placed in position days before and most of the men knew their duties. The military tactics were under Colonel Western, of the Royal West Kents, whilst Major General Hatton was at Headquarters throughout the night. The defenders had counted upon most things being complete, and were certain of being able to resist to the death any audacious army that might attempt to make a landing. But they left out of their calculations General Fog. He swooped upon them and proved their worst antagonist.

The men on the foreshores at the back of the island were able to discern objects some distance at sea, but those posted on the heights were rendered almost helpless, not knowing whether an approaching step was that of friend or foe. Consequently it is not to be wondered at that the defenders occasionally relieved the monotony by capturing some of their own men.

There was considerable anxiety throughout the early part of the night and telephones were kept going vigorously. Stations were established at various places at the rear of the island, and it was some of the watchers at Telegraph Bay who first detected a cruiser creeping inshore. It was the 'Iphigenia,' and she practically commenced the attack. Later on the "Hogue" was discerned. It was then before midnight and a landing party from there ships succeeded in getting ashore. The "Astræa" and "Andromeda" disembarked their troops near Aberdeen, and though strenuous efforts were made to eject them by troops which were rushed froward to oppose them the invaders were too strong and took possession of good position which they held with ease.

The battery at the Sanatorium station bore the brunt of the initial attack, and was compelled to fight grimly until the invaders altered their route towards the west. They had given the Sanatorium section a drubbing and were marching along the Pokfulum road to attack the front of the island.

Those about to be attacked knew that the enemy were approaching but that was all. They could not see them and could not hear them. But soon they felt them. There was a sudden attack upon Belcher's and very soon the troops there were seriously involved. The battery did its best to resist, but the guns were silenced and the position captured after a desperate engagement. The victors, in full force, though their ranks should have been somewhat thinned, then took the Caine Road and marched on to take the Tram terminus, which, I understand they captured. It is said the defenders afterwards re-captured Belcher's fort but whether or not it was after the notice, 'This fort has been captured' had been posted I cannot say. In fact the ruse by which the invaders secured admittance to the fort was a clever one. The picket was surrounded and captured, and they were forced to give the countersign to their conquerors. The commandant then boldly advanced on the fort, and, when challenged, gave the countersign and was admitted. He promptly switched off the electric lights, and his men attacked the fort.

The forts about Lyeemun had very little work to do. They were in rather a pickle owing to the mist that hung over the water, but they successfully detected a torpedo-boat destroyer attempting to rush the harbour entrance, and sank her. After that I believe there was little for them to do. The invaders knew too much to waste many ships in an endeavour to glide through the narrow entrance. The flashlights were too strong and they preferred to leave well alone and tackle the more invulnerable western entrance.

The batteries on Stonecutter's had some fighting to do, and the Volunteer Engineers who were manning the search lights discovered a torpedo boat destroyer endeavouring to force a passage into the harbour. She first of all carried her mast head lights but when fired upon retired. She later put her headlight out, and made another attempt to enter but was again discovered and subjected to heavy fire. Subsequently she was seen to the rear of Stonecutter's, where she was quickly placed out of action. Other torpedoers were also discovered flitting about and it is reckoned that two or three were sunk.

Although it was believed that every attempt to enter the harbour had been frustrated still one picket boat at least sneaked through and actually made its way up to the new naval dock. It entered the camber, and its object was obvious. Near at hand was the office of Major General Hatton and the telephones over which directions were being sent. The officer in charge of the picket boat conceived the daring plan of capturing the lion in his den and rendering the den inhabitable. But from what I can hear he was somewhat out in his reckoning—or his intelligence was bad. He contemplated landing in an unguarded place, but when the boat drew into the camber she was promptly fired upon and the men in attempting to land were compelled to take part in a hand to hand fight. The result was the capture of the officer, men and boat. I have not heard the fate of the officer but I suppose he will be now chewing the cud of disgust in a military prison—or he ought to be.

It was difficult, for aforesaid reasons, to get a grasp of the whole position of affairs, but from several occurrences it can be taken for granted that the invaders got the best of the night and either annihilated most of the defenders or imprisoned them.

The telephones, I understand, were manned by members of the Civil Service, but from what I can hear the sharpshooters among the Volunteer Reserve Association were not called upon to exhibit their prowess. The absence of a call to arms assured them that all was well, and they consequently remained snugly in the blankets. It was the best place for them.

I noticed, however, some of the Volunteer Troop out, defying the fog and rain, and they looked chilly. They did not assemble for duty until 2.15 p.m. when Lieut. Gresson divided them into three sections, and despatched them in various directions to be engaged as despatch riders. They covered a lot of ground between them and were extremely useful. This is the first good opportunity that the Troop has had of displaying its usefulness and its work last night justified its existence and placed a feather in the cap of His Excellency the Governor—the founder. The ponies stood the work well.

The Volunteers were divided into three sections. The two Artillery sections manned guns at Wong-nei-chong Gap and Lyeemoon, respectively, while the Engineers did yeoman service at Stonecutter's Island. The Wong-nei-chong section were under the command of Lieutenants Northcote and Plummer and made an early start from Headquarters yesterday morning. Before many of the residents of Hongkong were astir the Volunteers were paraded and marched via Bowen Road to their rendezvous. The two fifteen pounder guns were some distance up the hill side, hidden by the mist which was slowly descending, bringing with it an icy coolness which struck through the kharki uniforms and chilled the wearers to the very bone. With a will, glad of any exercise that would send the blood coursing through the veins, the small band—for they numbered but twenty—seized the guns and dragged them down to the Gap, where they were soon placed into position, with the muzzles pointing seaward. The entire sweep of the guns covered the whole of the foreshore, near the Golf links, where it was expected that a landing would be attempted. The fog that had been slowly descending all the morning soon enveloped the position, and had the enemy chosen that time for a landing, the Volunteer section would have been useless. It was impossible to see. Before tiffin time, however, the fog had lifted somewhat and by nightfall the air was comparatively clear. After tents had been pitched, a couple of preliminary drills were executed, and the man made familiar with their positions. The afternoon was mainly spent in culinary operations. Around one fire was a group of khaki-clad warriors, intent on watching a huge pot, the contents of which would have sent the hair of a cook grey with disgust; a short distance away a trio stood round another fire, and they too were experimenting. The results of their labours were entirely successful and quips and jokes as to the quality of the mess served up were plentiful as dinner was doled out. However, 'bully beef' and biscuit can hardly be called appetising and the hot soup-stew was welcome. Alarms were frequent during the night, the guard being called out by the sentry half-a-dozen times within an hour or so. It was sometime after ten o'clock that the first genuine alarm was given, for them the deep faint boom of guns in the direction of Belcher's Fort could be heard. The telegraph line had been cut, so preparations were laid against a surprise. Patrols were posted along the road and a sharp look-out was kept towards the sea. The gloom was intense; nothing a few feet away could be distinguished; objects a yard or two distant took upon themselves fantastic outlines, huge and hideous. However, throughout the night, which was bitterly cold, the patrols marched up and down, without seeing a sign of a hostile force. Between two and three o'clock, the heavy mist that had been falling incessantly all night gave place to a heavy shower of rain, which continued for almost an hour, drenching through and through the sentries on guard. With the first faint flush of dawn the whole camp was astir, and eyes peered into the mist to see what signs of life were moving. When the fog lifted the 'Iphigenia' could be seen riding at anchor in Deep Water Bay, but where the invading troops had gone was a mystery.

Tents were struck about about seven a.m. and the march back was done in good time. The Volunteers at Lyeemoon were not called upon to display their shooting ability, the only ones to take an active part in the defence being the Engineers at Stonecutter's Island.

Fighting practically lasted from midnight until about six o'clock this morning, when the Indian troops were marched to the ferries to be conveyed to Kowloon. The other troops proceeded back to barracks during the morning.

It was a cold experience, even for the war correspondents, and it is not surprising that the men who were supposed to be on the alert all night were glad to be homeward bound. Many of them were wet through, and all were chilled to the bone. The Indian troops, with their head-covering on, did not seem to be any the worse for their outing, and appeared to stand the cold remarkably well.

The umpires decided that the attacking force had the better of the engagement, and to-day the Admiral signalled congratulations to the ships which took part.

There was no bombardment from the men-of-war, which returned to port this morning.

THE THIEVES OF CHINA.

Highwaymen and Pirates.

(*For the* CHINA MAIL.)

SANHUE, January 31.

I am sitting by the sea side about thirty miles south of Breaker Point, waiting for a launch that seems to be in no hurry to come.

Quite near lies what remains of the steamer "Algoa," that went down last July.

I am reminded of her by a man who comes to present me with two of her charts. Five months ago thirteen charts were offered to me for ten cents.

Within my view, too, is the spot where the barque "Collingrove" met her fate during the typhoon on August 25 last. The papers belonging to her were considered by the Chinese to be much more valuable than the chart of the "Algoa," as the discharge certificates of the first mate were passed and accepted as ten dollar notes.

One constantly comes across the spoils of the sea in the homes in these parts—rattan chairs, buckets bearing the names of the ships, and head gear of various kinds are frequently met with. The very latest thing I have seen is a boat in good condition bearing on her stern "Workfield, Belfast.' The Chinese will sell it to you for $20, Mr Editor. It is worth more. [We have no use for ship's boats, thanks—Ed.].

I am writing in the open air and the Chinese are crowding round me, so you will pardon me, Sir, if I let my mind and my pen turn [to a subject that is ever with these people, viz., thieves.

You mark the end of the year in Hongkong by an increase in the number of fires.

We mark it by an increase of the number of the thieves. They are always with us, waiting on the lonely roads or on the hill passes, or in their boats in the sheltered bays. But during the twelfth moon the ordinary brigade is largely reinforced so that travelling by road or by water becomes risky. The authorities seem quite unable to control this state of lawlessness.

Two miles from where I am lives old Liu, the erstwhile leader of the Black Flags, who will be known to history as having established the short-lived South Formosan Republic. He is head of the military for the district, but being over seventy years of age and a confirmed opium smoker he is no use as a terror to evil doers. The District Magistrates, especially the younger men, seem to realise the grave state of matters, but they have not the organisation fitted to cope with the situation.

During the seventh moon of this year one village became notorious for the numbers of robberies that took place in its vicinity. One day six different bands of travellers were robbed. The Magistrate put a proclamation as a piece of bluff, saying he would seize the thieves in the eighth moon. Before the eighth moon showed itself the robbers were safe, and, perhaps, busy in the blessed island of Hongkong.

Last Sunday the Magistrate tried another game. He came upon a village suddenly and carried away half a dozen characters whom no one will miss.

The methods of these thieves are barbarous in the extreme. Not only do they rob their victims of money, goods, and even clothes, but lest they should be followed to their dens, they incapacitate them, sometimes cutting the Achilles tendon, or making big gashes along the soles of the feet. I saw a man last summer who had thirteen gashes on the sole of one foot, many of them from toe to heel.

Journeying by sea is, if anything, more dangerous than journeying by land. To-day there are twenty or thirty boats lying idle, in any one of which I might cross the bay, and shorten my journey considerably, but no money will tempt them to leave the shore. They know better than I do, I suppose, that they would be thereby risking their boats and their lives at the hands of pirates.

The recent piracy of the launch "Hoikong" has shaken the faith of the Chinese in what they hitherto believed was an absolutely safe method of travelling. The piracy of the "Hoikong" was not unlike that on the "Namoa" fifteen or sixteen years ago. In both cases the pirates came on board as passengers at Hongkong, and in both cases the confederates were waiting at Pinghoi, which is inside of Mendoza Island. In the case of "Nomoa" a boat was waiting to carry away the spoils. In the case of "Hoikong" a boat with seven men was waiting with an innocent looking basket in which revolvers were hidden: revolvers which were used in terrifying the passengers and crew whilst the robbery was being carried out, outside of Pinghoi harbour. The great difference in these cases is that one was a British ship and the pirates for that reason were punished. This is a Chinese-owned ship and for that reason the pirates will not be punished. You are yourself, Sir, the only Britisher I know who has a standing in this case, for among other things stolen was a copy of the CHINA MAIL.

"D"

SPORTING.

The Regatta.

Should weather conditions be favourable for the rowing events in connection with the Hongkong Regatta, to be decided on Saturday, the spectators will probably be treated to some of the finest rowing seen here for many years. Competition, with the possible exception of the Junior's race, is very keen and most of the crews are already in the best of condition. The Juniors, we are sorry to observe, seem to lack enthusiasm and are training very indifferently, but that perhaps in not a matter for wonder where Hongkong youths are concerned.

The first race of the day is the Gigs Race, for which there are three entries. As the Naval crew is at present practically an unknown quantity their chances can hardly be discussed. The other crews are well matched, and should provide a close race. Musso's crew appears to be a shade the better of the others although Musso seems to be somewhat overtrained.

The laxity shown by the Juniors in training does not argue well for the keenness of the race, which in all probability will be somewhat of a struggled nature. Barlow's crew have trained more consistently than any of the others and should win, with Gidley's crew second, and Pearce's third. On paper the Interport race seems to be a veritable gift for Canton, who should win without over exerting themselves.

The race of the day—the Governor's Cup—will be keenly contested, and should result in a win for the Dock crew. They have trained assiduously and have had the able assistance of Mr G. Caldwell, whose knowledge of rowing makes him invaluable as a cox. The "Albion" crew have gained considerable supporters of late, and may finish ahead of the Royal West Kents, while the Civil Service will probably be last in.

The Interport Pairs looks like going to Canton again, although indications point to a good race.

The Tub race is also likely to be commandeered by Canton, for with two men like W. Imhoof and L. Duran starting their chance is an excellent one. Witchell stands a fair chance, so does Musso, if he starts, and the "Albion's" representatative is said to show fine form. However, Canton representatives seem to hold the others safe

The other races are open, and will provide good sport. It is confidently expected that the 'Kwong Tung' will be crowded with spectators, and it is to be hoped that a large number of ladies will accept the Committee's invitation and be present.

Canton's representatives are:—

Interport Fours:—Bollman, bow; C. Allers, 2; R. Leslie, 3; W. Imhoof, stroke; and A. W. Purnell, Cox.

Interport Pairs:—W. Imhoof and R. Leslie; A. W. Purnell, Cox. Tub sculling:—W. Imhoof; L. Duran.

Training Notes.

The attendance at the race-course was fair this morning, the intense cold being responsible for a falling off in numbers. All the ponies used the inside course, and some fair form was shown. K.O.S.B. went very well, but the best gallop of the griffins was that put up by the Duke, 1. 41½ for three-quarters. The times were:—

SUBSCRIPTION GRIFFINS.

Mick (Simcox), one mile, 40½, 1.17½, 1.55, 2.29.

K. O. S. B. went very well over half-a-mile, the last quarter being 32½.

The Loafer easily beat the Count in a mile and a quarter gallop, the last mile being 38, 1.15, 1.49, 2.26.

P'raps (Vida) and P'raps Not, three-quarters, 33, 1.07, 1.40½, last quarter 32½.

Titmouse and Forward, three-quarters of a mile, last half 34, 1.10.

Sport Royal beat Highlander on a mile gallop, the times being 36½, 1.15, 1.53, 2.26½.

Cebu, (Gegg) one mile, 33, 1.06 1.42, 2.20. Cebu finished poorly, evidently having started off too quickly.

Bijou, half-a-mile, 34½, 1.10.

The Spirtle, half-a mile, 35½, 1.07½.

Lanark, three-quarters, 37½, 1.12½, 1.46.

Black Monday, three-quarters, 37, 1.10½, 1.44.

The Duke, three-quarters, 33, 1.07½, 1.41½.

Ching, three-quarters, 36½, 1.09, 1.42½. Ching appeared rather stiff.

V. W. H. and Berkeley over three-quarters, 34, 1.08, 1.42.

Prairie King beat Jungle King over three-quarters of a mile in 32½, 1.05, 1.40.

High Frequency and Silver Queen Rose were together in a gallop over three-quarters of a mile, time at 34½, 1.06½, 1.43.

CHINA PONY GRIFFINS.

Saxon King, in blankets, went one mile, 33, 1.06, 1.40, 1.18½.

Norman King, went one mile and three-quarters, the mile and a half being done in 35, 1.11, 4.15, 2.19, 2.52½, 3.26½.

Umbrian King, one mile and a half, 41, 1.17, 1.53, 2.29, 3.04, 3.38

Cascade, one mile, 33, 1.06, 1.41, 2.18.

Croome and Heythrop, three-quarters of a mile, 35, 1.08½, 1.41½.

Nomination, three-quarters, 28½, 1 13½ 1.46.

CHINA PONIES.

Patrimony and Eclipse, went a mile, the three-quarters being timed at 35, 1.10½, 1.46.

Ca Canny went very well over half a mile, 35, 1.06.

Aladdin covered a mile, the last three-quarters being 36½, 1.10½, 1.43½.

Zodiac galloped a mile in fast time, 33, 1.07, 1.41, 2.13.

Set, one mile, last three-quarters, 35, 1.10½, 1.45½.

Beaucaire went a mile, being joined by Hackenschmidt after going half a mile. Times for the last three-quarters were 34, 1.08½, 1.44½.

The circus poster is to be done away with in America, the proprietors of the largest circuses having decided to discontinue advertising on dead walls and henceforth make the newspapers the principal medium for their announcements. As the American circus proprietors are amongst the keenest and most extensive of advisers their example may bear good fruit in lessening the number of unsightly advertisement boardings at present so conspicuously displayed in American and other cities.

CORRESPONDENCE.

THE BEACHCOMBER QUESTION.

(*To the Editor of the* CHINA MAIL.)

SIR,—QUESTION.—Who allowed the present unemployed and distressed people to land in this Colony?

ANS.—The Government.

QUESTION.—Who has to support them?

ANS.—The Government.

QUESTION.—Why?

ANS.—Because they allowed them to land in this Colony.

QUESTION.—The Colonial Secretary is reported to have said that if things came to a pinch, the Government would certainly move in the matter. Why don't they move in the matter now?

ANS.—Because they want to saddle the community with the responsibility of supporting the poor, if they can.

QUESTION.—Can this be proved?

ANS.—Yes. They turned a ladies meeting into a Governmental one, and some who appeared to be 'Agin the Government' were with the Government all the time. Somebody must give the Government the opportunity of saying what they want to say. Diplomacy is a great art.

QUESTION.—Is it right for the community to support the poor?

ANS.—Yes, if the poor are of this Colony, but if they are British subjects, and not of this Colony, the Charity becomes an Imperial one, and they must be supported by the community as a body.

QUESTION.—How can this be done?

ANS.—As all rates collected for the benefit of the Community are deposited with the Government, the only body able to dispense money for the whole of the Community is the Government of the Colony, therefore:

The Government must support out of the rates all British Subjects who do not belong to this Colony and who are unemployed and in distress.

Yours faithfully,

Q. E. D.

HONGKONG, February 9.

We have been compelled, owing to lack of space, to hold over another letter on this question.

BY WHARF AND WAVE.

The s.s. Pekin from Singapore met with cold weather and strong winds 195 miles from Hongkong.

During the quarter ended December 31 vessels launched in the United Kingdom totalled 160 and those commenced 177.

The s.s. "China" had a cold run from the north. On the 6th and 7th she was compelled to anchor for 22 hours in a snow storm above Steep Island.

President Roosevelt has issued an order directing the secretary of commerce and labor to have the lighthouse board prepare estimates for the erection of suitable lights, either lighthouses or lightships, at Midway islands in the Pacific Ocean.

Of the vessels under construction in the United Kingdom at the end of December, 315 of 748,177 tons were under the supervision of the Surveyors of Lloyd's Register with a view to classification by that Society. In addition, 43 vessels of 110,763 tons were building abroad with a view to classification. The total building under the supervision of Lloyd's Register was, thus, 358 vessels of 858,940 tons.

From the Returns compiled by *Lloyd's Register of Shipping*, it appears that, excluding warships, there were 403 vessels of 1,049,860 tons gross under construction in the United Kingdom at the close of the quarter ended 31st December, 1904. Of these 371 were steam with a gross tonnage of 1,037,788 and 403 sail with a gross tonnage of 1,049,860. The tonnage under construction is now about the same as it was at the end of September, 1904. Compared, however, with the total reached in September, 1901, which is the highest on record, the present figures show a reduction of about 365,000 tons.

To-day's Advertisements

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship CHINA,

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 13th instant, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, February 9, 1905. 278

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PEKIN*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, February 9, 1905. 277

To-day's Advertisements

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

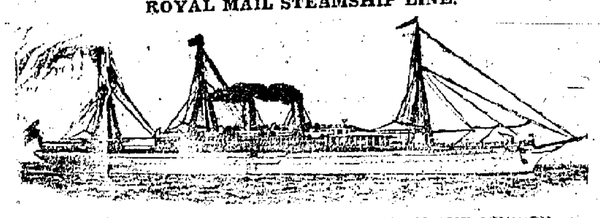
FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	*Simla*, F. R. Sumner	Noon, 11th February.	See Special Advertisement
SHANGHAI	*Bengal*, G. Phillips	About 11th February.	Freight and Passage.
WHAMA, VIA S'HAI, MOJI AND KOBE (Passing through the INLAND SEA.)	*Japan*, E. P. Martin, R.N.R.	About 12th February.	Freight and Passage.
KOBE DIRECT	*Pekin*, W. W. Cooke, R.N.R.	About 13th February.	Freight only.
MARSEILLES, LONDON & ANTWERP DIRECT, VIA S'PORE, P'ANG, COLMBO, AND PORT SAID	*Java*, S. Barcham	About 15th February.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, February 8, 1905. 26

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. *(Subject to Alteration.)*

R.M.S. *EMPRESS OF JAPAN* ..... 6000 TONS.....WEDNESDAY, Mar. 8.
R.M.S. *ATHENIAN* ..... 3882 TONS.....WEDNESDAY, Mar. 15.
R.M.S. *EMPRESS OF CHINA* ..... 6000 TONS.....WEDNESDAY, Mar. 29.
R.M.S. *EMPRESS OF INDIA* ..... 6000 TONS.....WEDNESDAY, April 19.
R.M.S. *TARTAR* ..... 4425 TONS.....WEDNESDAY, April 26.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
" " Intermediate on Steamers, and 1st Class Rail ..... " £40. " " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. *TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, *Acting General Agent,*
PEDDER STREET.

Hongkong, February 8, 1905. 4

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, *via* INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON.
ARABIA	4483	BAHLE	Feb. 13, 1905.
ARAGONIA	5198	SCHULDT	Mar. 5, 1905.
NICOMEDIA	4370	WAGNER	Mar. 31, 1905.
NUMANTIA	4370	BREHMER	April 20, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to,

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 28, 1905 2

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW DIRECT.	*BJOERSTIERNE BJORNSON*, Capt. Olsen.	THURSDAY, Feb., 9, at Daylight.
ANPING, Via SWATOW, AND AMOY.	*TRIUMPH*, Capt. A. Hansen,	THURSDAY, Feb. 9, at Daylight.
TAMSUI, Via SWATOW AND AMOY,	*FRITHJOF*, Capt. H. A. Haraldsen,	SUNDAY, 12th Feb., at Daylight.
TAMSUI, Via SWATOW AND AMOY,	*M. STRUVE*, Capt. T. Brandt,	SUNDAY, 19th Feb., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named charterep Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vœux Road Central.

T. ARIMA, *Manager.*

Hongkong, February 8, 1905. 2579

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
HYADES	3753	Geo. Wright	About Feb. 15.
PLEIADES ‡	3753	F. G. Purington	About Mar. 15.
SHAWMUT	9606	W. M. Smith	About Mar. 24.

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9606 tons	Capt. W. M. Smith	About 14th March.
S.S. TREMONT	9606 tons	Capt. T. W. Garlick	About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, January 30, 1905. 1724

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL 1905.
GLASGOW AND LIVERPOOL	ACHILLES	21st February.
GLASGOW AND LIVERPOOL	ANTENOR	25th February.
GLASGOW AND LIVERPOOL	OCPACK	27th February.
GLASGOW AND LIVERPOOL	PINGSUEY	3rd March.
GLASGOW AND LIVERPOOL	ULYSSES	7th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL 1905.
AMSTERDAM, LONDON & ANTWERP	GEAUTUS	14th February.
* GENOA, MARSEILLES & LIVERPOOL	AJAX	20th February.
AMSTERDAM, LONDON & ANTWERP	HOMENEUS	28th February.
AMSTERDAM, LONDON & ANTWERP	STENTOR	14th March.
* GENOA, MARSEILLES & LIVERPOOL	PATROCLUS	20th March.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	28th March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	PINGSUEY	6th March.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, February 3, 1905. 18

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	HUPEH †	13th February.
SHANGHAI	TAIWAN *	14th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN * ‡	14th February.
TIENTSIN	CHIHLI	28th February.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS.*

Hongkong, February 8, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Feb. 11, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	Feb. 18, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, February 5, 1905. 224

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. *SWANLEY* ... Captain J. P. Dawson.
S.S. *COURTFIELD* ... J. W. Martin.
S.S. *CRANLEY* ... W. E. Steele.
S.S. *IKBAL* ... M. Robertson.
S.S. *ASCOT* ... C. E. Cox.
S.S. *LOTHIAN* ... J. G. Williamson
S.S. *INKUM* ... E. S. Pearse.
S.S. *SIKH* ... J. Rowley.
S.S. *SOFALA* ... Get Shepherd.
S.S. *INDRASHAMA* ... R. P. Craven.
S.S. *INDRAVELLI* ... J. Cullington.
S.S. *SEALDA* ... Geo. Brown.
S.S. *CATHERINE PARK* ... Copp.
S.S. *INKULA* ... Dean.

For Freight, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, February 9, 1905. 20

JAVA-CHINA-JAPAN LIJN

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers.	From	Expected on or About	Will Leave for	On or About
TJIPANAS	JAVA PORTS.	First half March.	JAPAN, VIA SHANGHAI.	First half March.
TJILATJAP	JAPAN.	Second half February.	JAVA PORTS.	Second half February.
TJIMAHI	JAPAN.	First half March.	JAVA PORTS.	First half March.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

TELEPHONE No. 375. ALEXANDRA BUILDINGS.

Hongkong, February 2, 1905. 198

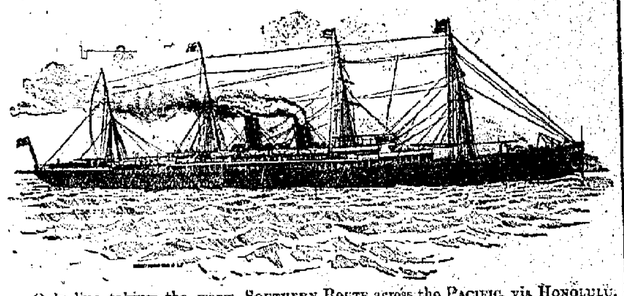
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

CHINA ..... 5,000 Gross Tons...FRIDAY, 17th February, at Noon.
MANCHURIA .. 13,639 " ...TUESDAY, 28th February, at Noon.
DORIC ..... 4,784 " ...SATURDAY, 11th March, at Noon.
KOREA ..... 11,276 " ...FRIDAY, 24th March, 1905, at Noon.
COPTIC ..... 4,352 " ...TUESDAY, 4th April, at Noon.
SIBERIA ..... 11,234 " ...SATURDAY, 15th April, at Noon.
MONGOLIA ..... 13,639 " ...TUESDAY, 2th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 17th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route.*

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, *Agent.*

Hongkong, February 8, 1905. 21

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAICHING, Captain HOGGINS, will be despatched for the above Ports on FRIDAY, the 10th instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, February 8, 1905. 273

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG, Captain G. S. WEIGALL, will be despatched as above on FRIDAY, the 10th Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, February 7, 1905. 253

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain HELMS, will be despatched for the above Ports on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, January 21, 1905. 87

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APCAR, Captain J. G. OLIVENT, will be despatched for the above Ports on TUESDAY, the 14th Inst, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., LD., *Agents.*

Hongkong, February 8, 1905. 267

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *SIMLA*, Captain F. R. SUMMER, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. *Britannia* 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia*, due in London on the 25th March, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, January 30, 1905. 197

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship PERSIA, Captain CRAGLIETTO, will be despatched as above on TUESDAY, the 28th Inst., p.m.

For information as to Passage & Freight, apply to

SANDER, WIELER & Co., *Agents,*
Prince's Building.

Hongkong, February 1, 1905. 218

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS.	TO SAIL. 1905.
SATSUMA	About Feb. 15.
RICHMOND CASTLE	About Mar. 4.
SAINT FILLANS	About Mar. 17.

For Freight and further information, Apply to

DODWELL & CO., LTD., *Agents.*

Hongkong, February 8, 1905. 110

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship POLYNESIEN, Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 21st February, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. CALEDONIEN .....March 7, 1905.
S.S. OCEANIEN .....March 21, 1905.
S.S. TOURANE .....April 4, 1905.

L. BRIDOU, *Acting Agent.*

Hongkong, February 7, 1905. 260

Not Responsible for Debts.

EITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

FORBES HALL, British Steamship, Captain P. A. Logan—Standard Oil Co.

Shipping.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

With Liberty to call at the MALABAR COAST.

PROPOSED SAILINGS.

S.S. *RAS ISSA* .....10th Feb., at 10 a.m.

For Freight and further information, apply to

SHEWAN, TOMES & CO., *General Agents.*

Hongkong, February 8, 1905. 262

Notices to Consignees.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *ARABIA.*

FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, *General Agent.*

Hongkong, February 8, 1905. 263

NOTICE TO CONSIGNEES.

STEAMSHIP *GERMANICUS.*

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., *Agents.*

Hongkong, February 8, 1905. 268

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship *Glenfarg*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, February 3, 1905. 244

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship *Pentakota*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 3rd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *Agents.*

Hongkong, February 2, 1904. 233

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship MONGOLIA, are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th inst., will be subject to rent.

All claims must be sent in to me on/or before the 11th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, *Agent.*

Hongkong, February 2, 1905. 234

NOTICE TO CONSIGNEES.

STEAMER *CALEDONIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Cordouan*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 13th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th February, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th February, at 3 p.m.

No Fire Insurance has been effected.

L. BRIDOU, *Acting Agent.*

Hongkong, February 7, 1905. 251

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 6, 1904. 2181

OSAKA HOTEL,

NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, *Manager.*

December 5, 1904. 2182

LAXATINE.

THE NEW IDEAL PURGATIVE.

FOR ALL LIVER, KIDNEY AND HEMORRHOID TROUBLES.

RECOMMENDED BY THE WORLDS' FINEST PHYSICIANS.

LAXATINE is the mildest aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxatine being non-irritable will be found a great boon, to ladies especially, and in cases where the kidneys are irritable or diseased. Laxatine is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. Messrs A. S. WATSON & Co. Ld., have been appointed the Hongkong Agents for this preparation.

Hongkong, December 8, 1904. 2211

Intimations.

SING ON & CO.,

Nos. 35 & 37, HING LOONG STREET. IRON, STEEL, METAL AND HARDWARE MERCHANTS. Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. PRICES MODERATE.

Hongkong, December 14, 1904. 2249

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS,

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, March 14, 1903. 563

WING FAT,

IMPORTER and EXPORTER AND SILK MERCHANT.

JEWELLERY DEALER AND GOLD AND SILVERSMITH.

HAS always on hand a Specially Selected Assortment of every kind and pattern of Chinese Manufactured SILKS, CURIOS, IVORY WARES, and best quality of China Grass Cloth and Chinese Embroideries.

Also
Best kind of Manila Cigars.
Inspection is cordially Solicited. Prices very Low.

No. 66, QUEEN'S ROAD CENTRAL, Next Door to Chinese Club.

Hongkong, November 1, 1904. 1965

NOTICE.

MR AH WAH, of Messrs Che San Bros, of Yokohama, Bookbinders, etc., begs to inform the Public of Hongkong that he has opened a Branch in this Colony, at No. 16, Pottinger Street, under the style of CHE SAN BROTHERS, and is prepared to execute all kinds of GENERAL JOB PRINTING, RUBBER STAMP MAKING, COPPER-PLATE PRINTING AND ENGRAVING, STATIONERY, DRAFT FORMS and ACCOUNT BOOKS.

All Orders will be attended to and executed in the shortest time, and the Firm hopes to be favoured with the kind patronage of the Public

Hongkong, December 5, 1904. 2191

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

$17 per Annum (including Postage).

'CHINA MAIL' OFFICE,
5, WYNDHAM STREET, HONGKONG

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

To be had at the OFFICE OF THIS PAPER, Messrs. KELLY & WALSH, LTD. And Messrs. W. BREWER & Co.

Price, 50 Cents.

Insurances.

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD.....$5,858,820.37
NET SURPLUS, GOLD.....$2,156,118.80
INCOME, GOLD $3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903, £16,393,650.

I—Authorised Capital £3,000,000			
Subscribed Capital £2,750,000			
Paid-up Capital	£687,500	0	0
II—Fire Funds	3,656,961	12	3
III—Life & Annuity Funds	13,154,188	16	7
	£16,898,650	8	10
Revenue Fire Branch...	1,935,128	0	0
" Life & Annuity Branches.....	1,615,755	11	9
	£3,550,883	11	9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 18, 1904. 1537

MARTIN'S APIOL & STEEL PILLS For Ladies.

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system being in evidence they may be administered. Those who use them recommend them, hence their enormous sale. All Chemists, 4/6 a Box, or post free of MARTIN, SOUTHAMPTON, ENGLAND.

A LING & CO.,

FURNITURE STORE, AND FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, September 3, 1904. 1627

KWONG TY CHEONG,

LATE OF No. 47, QUEEN'S ROAD CENTRAL, CHINESE & JAPANESE CURIO DEALER.

PRICES VERY MODERATE.
8, D'AGUILAR STREET, HONGKONG.

Hongkong, October 20, 1904. 1886

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEAN S.S. COY. and CHINA MUTUAL S.N. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager.*

Hongkong, May 20, 1904. 231

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
" 6 " .....3½ %
" 3 " .....2½ %

EVAN ORMISTON *Manager.*

Hongkong, May 14, 1904. 234

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.
CAPITAL PAID-UP .....YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, *Manager.*

Hongkong, February 2, 1904. 216

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... " 18,000,000
CAPITAL UNCALLED ... " 6,000,000
RESERVE FUND ... " 9,520,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.
DALNY.	PEKING.	LIAOYANG.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

TAKEO TAKAMICHI, *Manager.*

Hongkong, January 18, 1905. 589

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 7,000,000
$17,000,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. W. J. Gresson. Hon. R. Shewan.
E. Goetz, Esq. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeller, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

J. R. M. SMITH, *Chief Manager.*

Hongkong, August 22, 1904. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH, *Chief Manager.*

Hongkong, May 1, 1900. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. P. COCHRANE, *Manager.*

Hongkong, May 20, 1904. 46

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000.
PAID-UP CAPITAL, ... " 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.

CANTON,	PENANG,
CHEFOO,	SINGAPORE,
HANKOW,	TIENTSIN.
PEKING.	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.
On Fixed Deposits for 3 Months ... 3%
" " 6 " ... 4%
" " 12 " ... 5%

E. W. RUTTER, *Manager.*

Hongkong, January 6, 1905. 1970

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS
AUTHORIZED, ...GOLD $10,000,000
CAPITAL, PAID-UP.....GOLD $ 3,947,200
RESERVE FUND.....GOLD $ 3,947,200

HEAD OFFICE—NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
National Provincial Bank of England, Ltd.
Union of London and Smith's Bank, Ltd.
British Linen Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposit at rates which may be ascertained on application.

20, DES VŒUX ROAD, HONGKONG.

CHARLES R. SCOTT, *Manager.*

Hongkong, January 3, 1905. 20

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For terms, &c., apply to the MANAGER.

Hongkong June 10, 1902. 1220

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, *Proprietor.*

Hongkong, March 10, 1904. 482

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, THE PEAK, near the TRAM TERMINUS TELEPHONE 56.

For Terms,

Apply to the MANAGER. 741

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE, *Proprietor and Manager.*

Hongkong, November 22, 1904. 135

STEAM TO CANTON.

THE new Twin Screw Steel Steamer
KWONG CHOW,
1,309 tons.....Captain J. P. MARTIN.
KWONG TUNG,
1,238 tons.....Captain H. W. WALKER.
Leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).
These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey...$4.00
Meals ... ...$1.00 each.
The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, November 3, 1904. 31

WASHING BOOKS.
(*In English and Chinese.*

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL OFFICE.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, February 9, 1905.
At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

		lb
Beef sirloin & prime cut—Mei Lung Pa ...	lb	20
" Corned—Ham Ngau Yuk	"	20
" Roast,—Shiu " "	"	20
" Breast,—Nagu Lam "	"	15
" Soup,—Tong Yuk	"	16
" Steak,—Ngan Yuk Pa	"	20
" —Cutom. Ngau Lau Sirloin ...	"	28
" Sausages,—Ngau Chaung	"	26
Bullock's Brains,— Siow ...	per set	8
" Tongue fresh,—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head,—Ngau Tau	"	55
" Heart,—Ngau Sum	lb.	9
" Hump, Salt—Ngau Kin ...	"	13
" Feet,—Ngau Kerk ...	each	8
" Kidneys,—Ngau Yin	"	8
" Tail—Ngau Mei	"	16
" Liver,—Ngau Con	lb.	9
" Tripe (undressed),—Ngau To ...	"	6
Calves' Head and Feet—Ngau-chai-tau-kak,	set	75
Mutton Chop,—Yeung Pai Kwat ...	lb.	25
" Leg,—Yeung Tei	"	25
" Shoulder,—Yeung Shau	"	22
Pigs' Chittings—Chi chong	"	16
" Brains—Chi Know ... per set ...		2
" Feet,—Chi Kerk	"	12
" Fry,—Chi Chak	"	12
" Head,—Chi Tau	"	15
" Heart,—Chi Sum	each	8
" Kidneys,—Chi Yin	"	7
" Liver,—Chi Con	lb.	24
Pork, Chops,—Chi Pai Kwat	"	20
" Corned,—Ham Chu Yuk	"	—
" Leg,—Chu Pei	"	24
" Fat or Lard,—Chu Yau	"	17
Sheeps' Head and Feet,—Yeung Tau Kerk	set	55
" Heart,—Yeung Sum ...	each	6
" Kidneys,—Yeung Yin ...	"	10
" Liver,—Yeung Con	lb.	22
Sucking Pigs, To Order—Chu Chai ...	"	16
Suet, Beef,—Sang Ngau Yau	"	17
" Mutton,—Sang Yeung Yau	"	22
Veal,—Ngau Chai Yuk	"	18
" Sausages,—Ngau Chai Yuk Tong ...	"	15

Poultry. 生口

		lb
Chicken,—Kai Chai		30
Capons, Large, Small,—Sin Kai		32
Ducks,—Ap		23
Doves,—Pan Kau	each	—
Eggs, Hen—Kai Tan... ...	per dozen	30
Fowls, Canton,—Kai		32
" Hainan,—Hoi Nam Kai		28
Geese,—Ngoi		20
Geese, Wild Sh'ai,—Shai Yer Ngoi,	pair	$1.70
Musk Deer,—Wong Keng ...	each	$2.30
Hare, Shanghai,—Tu Chai	"	60
Partridge,—Che Khoo	"	—
Pheasant,—Shan Kai	pair	$1.50
Pigeons, Canton,—Pak Kup ...	each	32
" Hoihow,—Hoi How Pak Kup.	"	30
Quail,—Um-Chun	each	16
Rice Birds,—Wo Fa Cheuk ...	dozen	—
Snipe,—Sa-Choy		25
Turkeys, Cock—Phor Kai Kung		60
" Hen, " " Na		50
Wild Ducks, S'hai,—Shanghai Sui-ap	pair	$1.40
Teal,—Sui Ap Chai, ...		55
Wild Ducks, Canton—Sang Shing Sui Ap,	ea.	$1.00

Fish. 海鮮

		lb
Barbel,—Ka Yu		13
Bream,—Bin Yu		12
Canton Fresh Water Fish,—Ho' Sin Yu ...		20
Carp,—Li Yu		8
Catfish,—Chik Yu		10
Codfish,—Mun Yu		14
Crabs,—Hai		20
Cuttle Fish,—Muk yu		11
Dab,—Sa Mang Yu		15
Dace,—Wong Mei Lun		12
Dog Fish—Tit Tu Sa		8
Eels, Congor. Hai Mann		16
" Fresh water,—Tam Sin Yu		14
Eels, Yellow, —Wong Sin		32
Frogs,—Tien Kai		26
Garoupa,—Sek Pan		60
Gudgeon,—Pak Kup Yu		61
Herrings,—Tso Pak		16
Halibut,—Cheung Kwan Yu		18
Labrus,—Wong Fa Yu		16
Loach,—Wu Yu		10
Lobsters,—Lung Ha		28
Mackerel,—Chi Yu		28
Monk Fish,—Mong Yu		32
Mullet,—Chai Yu		16
Oysters,—Sang Hoo		24
Parrotfish,—Kai Kung Yu		14
Perch,—Tau Loo		20
Pike,—Fa Paw Poong		10
Plaice,—Pan Yu		24
Pomfret, Black,—Hak Chong		24
Pomfret, White, Pak Chong		60
Prawns,—Ming Ha		48
Ray—Pei Pa Sa		8
Rock Fish—Sek Kau Kung		11
Roach,—Chun Yu		10
Salmon,—Ma Yau Yu		48
Shark,—Sa Yu		14
Skate,—Po Yu		10
Shrimps,—Ha		35
Snapper,—Lap Yu		28
Soles,—Tat Sa Yu		48
Tench,—Wan Yu		20
Turbot,—Cho How Yu		16
Turtles, small, fresh water,—Kerk Yu ...		75
White Bait,—Ngan Yu C		—

Fruits. 菓子

Almonds,—Hung Yan		20
Apples, (California)—Kam San Ping Kho		70
" (Chefoo)—Tin Chun Ping Khor		—
" Small,—Hoi Tong		—
" Custard,—Fan Lai Chi	each	—
Bananas,—fragrant, Canton,—San Shing Heung Chiu		3
Bananas, (brides), Macao—San Heung Chiu		3
Chestnuts, Chinese,—Foong Lut		12
Carambola,—Yeung Tuo		—
Cocoanuts,—Yeh Tez...	each	8
Lemons, China—Ning Moong		7
" America—Kum San Ning Moon...	"	6
Lichees, Dried—Lai Chi Con		25
" Fresh— "		—
Limes, (Saigon)—Sai Kung Ning Moong...		8
Mango, Manila—Lui Sung Mong	each	15
Mango, Saigon—Sai Kung Moong... ...	"	—
Mangosteens,—Sai Chuk Tsz ...	dozen	—
Oranges, (Canton)—San Shing Tim Chang		8
" Small,—Tai Kut		6
Olives,—Pak Lam	lb	6
Pears, (American),—Kum San Shut Li ...		—
" (Canton), Cooking,—Sa Li ...		—
" (Shanghai),—Sheung Hai Li ...		15
Peanuts,—Fa Sang		10
Persimmons Large,—Hung Chie		—
Pine-apples, 1st quality,—Sheung Poon Ti Paw Law	each	—
" 2nd cooking—Chung-tung-paw-law	"	—
Plantains,—Tai Chiu		—
Plums,—Swatow Hung Lai...		—
Pumelo, Siam,—Chim Lo Yau	"	8
Walnuts,—Hop Tao		12
" Green,—Sang Hop Tao		—

Vegetables, &c. 菜蔬

		lb
Artichokes, Shanghai—Sheung Hai Ah Chi Cheuk		4
Beans, (French), Macao,—Oh Moon Pin Ta		8
" (French), Shanghai,—Sheung Hai Pin Tau		—
" Sprout,—Ah Choi		2
" Long,—Tau Kok		—
Beet Root,—Hung Choi Tau	each	2
Brinjals, Green,—Ching Yuen Ker ...		—
" Red,—Hung Ker...		3
Brassica,—Pak Choi...		2
Bamboo Shoots,—Cheuk Shun		8
Cabbage, Chinese, com.—Kai Choy ...		3
Cabbage Red.—Kai Lan Tau ...	each	2
Cabbage, (Shanghai).—Yeh Choi ...	"	6
Cane Shoots, bunch,—Kau Shun ...	"	—
Cauliflower, Large size,—Tai Yek Choi-fa	each	15
" Medium size,—Cheung Yeh Cho-fa ...	"	12
" Small size,—Sai Yeh Choi Fa ...	"	5
Carrots,—Kam Shun		6
Celery, Chinese,—Tong Kan Choi ...		4
" English,—Yeung "		6
" White,—Pak " " " ...		6
Chilies Dried,—Con Lat Chiu		24
" Red,—Hung Fa "		16
" Green,—Ching Lat Chiu		8
Curry Stuff, English,—Ka Lee Choi Liu...		6
Cucumbers,—Ching Kwa		—
Bitter Squash,—Fu Kwa		—
Garlic,—Suen Tau		8
Ginger, young,—Sun Tsz Keung		5
" old,—Lo Keung		5
Horse Radish, S'hai—Lik Kan		20
Indian Corn,—Suk Mai	piece	—
Lettuce,—Yeung Sang Choi	each	1
Water Chestnuts,—Ma Tai	"	3
" Mandarin,—Kwei Lum Ma Tai,	"	5
Mushrooms, Fresh—Sang Cho Kho ...		—
Okroes, ...		—
Onions, Bombay,—Yeung Chung tau ...		8
" Green,—Sang Chung		3
" Shanghai,—Sheung Hai Chung Tau		—
" Japan,—Yut Poon " "		—
Parsley,—Kun Cho		1
Gradus Pea,—Ho Lan Tau...		—
Green Pear,—Ching Tau		6
Potatoes, Sweet,—Fan Shu		2
" Shanghai,—Sheung Hai Shu Teai		—
" Japan,—Yut Poon Shu Teai ...		4
" American,—Fa Ki " " ...		—
" Foochow,—Fuk Chau Shu Teai		4
" Macao,—Oh Moon "		4
Pumpkin,—Tong Kwa		2
Radish,—Hung Lo Pak Teai ...	dozen	2
Rhubarb (Fresh)—Tai Wong		—
Shalots,—Con Chung Tau		6
Spinage, (Chinese)—Paw Choi		4
Spinach,—Yin Choi		4
Tomatoes,—Fan Ker		3
Taros,—Wu Tau		2
Turnips, Punti, (Long),—Low Pak ...		3
" English,—Jeung Low Pak	piece	2
Vegetable Marrow,—Chit Kwa		
Water Cresses,—Sai Yeung Choi ...		6
" Lily root,—Lin Ngau		—
Yams,—Ta Shu		3

H. A. JOHANSSEN, *Acting Inspector of Markets.*

SHIPPING.

ARRIVED.

February 8.

Tsinan, British str., 1,460, W. B. Brown, Yokohama, via Kobe and Kutchinotzu Feb. 4, General.—Butterfield & Swire.

Holstein, German str., 985, J. C. Hansen, Chefoo Feb. 3, General.—Jebsen & Co.

Laertes, British str., 1,341, J. B. Jackson, Saigon Feb. 5, Rice and Rice Meal.—Chinese.

Reigate, British steamer, 2,507, F. R. Ross, Barry Wales, via Natal and Sabang Dec. 3, Coal.—Dodwell & Co., Ld.

Titania, German storeship, 1,240, Shaake, Singapore Feb. 1, Coal.

February 9.

China, American steamer, 3,186, D. E. Friele, San Francisco Jan. 10, and Shanghai Feb. 6, Mails and General.—P. M. S. S. Co.

Pekin, British steamer, 2,522, W. W. Cooke, R.N.R., Bombay January 21, and Singapore Feb. 2, Twist.—P. & O. S. N. Co.

Loyal, German steamer, 684, Lorensen, Karatsu Feb. 3, Coal.—Lauts, Wegener & Co.

Tritos, German str., 1,035, H. Kraft, Karatsu Feb. 3, Coal.—Siemssen & Co.

[illegible], British str., 2,335, Williams, Cardiff December 26, Coal.—Jardine, Matheson & Co.

DEPARTURES.

February 9.

Patroclus, for Shanghai.
Pentakota, for Amoy.
Henley, for Sasebo.
Lydia, for Canton.
Hailan, for Haiphong.
Meefoo, for Shanghai.
Kumsang, for Singapore and Calcutta.
Tean, for Manila.
Reigate, for Sasebo.
Mercedes, for Weihaiwei.

CLEARED.

Dr Hans Jurg Kiær, for Hoihow.
Haiching, for Swatow.
Ras Issa, for Singapore and New York.
Ruth, for Kutchinotzu.
Baron Eldon, for Burma.

PASSENGERS.

ARRIVED.

Per *Tsinan*, from Yokohama, &c., Messrs Freeman, Munter, Callon, and Woodruff.

Per *China*, from San Francisco, &c., Mrs E. S. Bragg, Capt. and Mrs J. W. Craig, U.S.A., Mr G. Arone, Mr and Mrs R. C. Gunning, Mr W. E. Gray, Mrs H. G. Del Castillo, Miss M. Del Castillo, Miss V. L. Fraser, Mr and Mrs J. W. Shuman, Mr E. P. Shuman, Mrs F. S. Taggart, Messrs N. A. Howard, J. E. Malloy, B. E. McClelland, C. C. McLain, W. J. Mozart, G. Moffet, R. C. Miller, Morgan Robinson, T. F. Robson, Chas. A. Vail, Chas. E. Winey, Capt. Petersen, Mrs A. Winberg, Mrs L. Maxwell, and 227 Chinese.

SHIPPING REPORTS.

The British steamer *Tsinan* reports: From Yokohama and Kutchinotzu Feb. 4th, fresh to strong Northerly winds and moderate sea, overcast and misty rain.

The British steamer *Laertes* reports: From Saigon Feb. 3rd, light Northerly winds to Paracels; thence strong monsoon and high sea.

The British steamer *Reigate* reports: From Barry via Natal and Sabang Dec. 3rd, fairly good passage, with moderate weather throughout; 12 hours out from Hongkong, fine weather. Temperature 76°.

The American steamer *China* reports: From Feb. 6th and 7th, anchored for 22 hours in a snow storm above Steep Island.

The British steamer *Pekin* reports: From Singapore Feb. 2nd, fine weather throughout, light monsoon until within 160 miles of Hongkong; when it blew strong (last night), and weather very cold to arrival in Hongkong.

POST OFFICE NOTICES.

Mails will close:—

For MACAO.—
Per *Wingchai*, at 7.30 a.m., on Friday, the 10th February.

For CANTON.—
Per *Honam*, at 7.30 a.m., on Friday, the 10th January.

For SINGAPORE.—
Per *Ras Issa*, at 9 a.m., on Friday, the 10th February.

For MACAO.—
Per *Heungshan*, at 1.45 p.m., on Friday, the 10th February.

For MANILA.—
Per *Loongsang*, at 3 p.m., on Friday, the 10th February.

For MANILA.—
Per *Rubi*, at 9 a.m., on Saturday, the 11th February.

For SINGAPORE, BATAVIA, & SOURABAYA.—
Per *Fausang*, at 2 p.m., on Saturday, the 11th February.

For SHANGHAI.—
Per *Hupeh*, at 9 a.m., on Sunday, the 12th February.

For SINGAPORE, PENANG & BOMBAY.—
Per *Capri*, at 11 a.m., on Monday, the 13th February.

For TIMOR, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE & PERTH.—
Per *Empire*, at 9 a.m., on Tuesday, the 14th February.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Gregory Apcar*, at 2 p.m., on Tuesday, the 14th February.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE & PERTH.
Per *Tsinan*, at 3 p.m., on Tuesday, the 14th February.

***MAILS* BY THE BRITISH PACKET.**—
The British Contract Packet *Simla* will be despatched on SATURDAY, the 11th February, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents, up to 10.45 a.m.
Letters at 11 a.m.
Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr W. R. Anderson
Mrs W. R. Anderson and child
Mr P. Barbillon
Mr R. B. Beattie
Mr and Mrs T. E. Bingham & child
Mr R. J. Birbeck
Mr W. S. Bissell
Mr D. K. Blair
Mr & Mrs R. Boggan and infant
Mr E. A. Bonner
Mr R. W. Borthwick
Mrs R. W. Borthwick and child
Mr L. Broughall
Mr M. S. Brown
Miss L. Cadole
Mr and Mrs Calles
Dr Francis Clark
Mr W. G. Clark
Mr T. Clarke
Mr G. Cunningham
Mr F. O. Davies
Mrs J. T. Davies
Mr F. B. Deacon
Mr G. Dean
Mr and Mrs Douglas
Mr and Mrs T. C. Downing
Mr and Mrs Durego
Mr G. H. Edwards
Mr A. Emerson
Mrs A. Fay
Mr H. G. Fisher
Dr A. F. Forster
Mr & Mrs A. Frege
Mr L. H. Friedlander
Capt. P. Gibson
Mr C. Glover
Mr F. Graham
Mr A. W. Grant
Mr H. C. Gray
Captain Mackenzie Grieve
Mrs Mackenzie Grieve
Miss Mackenzie Grieve
Capt. T. Hall
Mr J. Hanron
Mr R. Harding
Mrs C. T. Hardy
Mr & Mrs H. Harvey
Mr G. Holmes
Engineer Capt. Hurst, R.N.
Rev. F. Icely
Capt. R. Innes
Mr A. Johnston
Mr E. A. [illegible]
Mr H. H. Keugf
Mr W. Kien
Mr Kihn
Mr F. W. Kite
Miss A. E. Knight
Mr A. R. Lewis
Mr Geo. J. Low
Mr D. Macdonald
Mr C. Gordon Mackie
Mr C. O. Madwig
Dr O. Marriott
Mr J. S. Martin
Mr T. P. McAran
Mr & Mrs E. Meikle
Lt. & Mrs W. M. Moir
Mr and Mrs E. M. Moon
Mr and Mrs B. Moss
Master Moss
Mr A. G. Newington
Capt. & Mrs F. G. Olifent
Mrs J. A. Pattie
Mr and Mrs T. L. Perkins
Mrs E. J. Post
Mr W. H. Potts
Mr W. T. Puddepha
Mr Jas. Quin
Mr F. O. Ranney
Mrs F. O. Ranney
Dr L. R. Reel
Mr P. F. Rice
Mrs J. S. Roach and child
Mr W. E. Roberts
Mr W. R. Robertson
Mr N. H. Rutherford
Mr R. T. D. Sayle
Mr W. E. Schmidt
Mr and Mrs J. G. Scott and infant
Mr J. M. Shields
Mr C. Skott
Mr Geo. Somerville
Mr C. H. Soper
Mr A. L. Stein
Mr W. M. Stewart
Mr H. S. Sweeting
Mr C. B. Thomas
Dr J. C. Thomson
Mr H. P. Thomson
Mr J. Thornborrow
Mr W. D. Trimnell
Mrs L. G. Tufnell
Mr S. C. Vickers
Mr F. R. Vida
Mrs & Miss Wakefield
Mr J. L. Wemyss
Mrs A. M. Whitton
Mr P. Wolff
Mr H. A. Woodroffe
Mr and Mrs C. E. Woolmer
Mr and Mrs Gordon Wright

PEAK HOTEL.

Mr R. D. Atkinson
Mr M. P. Beattie
Mr J. M. Beattie
Capt. & Mrs Bentinck children and maid
Lady F. Boyle and maid
Col. F. L. Brown
Mrs L. F. Brown
Misses Brown
Mr A. Chapman
Major A. A. Chichester
Mrs A. A. Chichester
Mr Clark
Mr G. Courtney
Col. Darling
Mr A. J. David
Mr David, jun.
Mr Dixon
Lieut. A. Dymock
Capt. Gales
Col. Haynes
Mr F. A. Hazeland
Mr Holborow
Mr D. Hudig
Mr and Mrs A. R. R. Hassan
Mr H. U. Jeffries
Mr and Mrs Joseph
Major Josling
Mr Lang
Mr Lauder
Mr R. Martin
Mr and Mrs Herbert Moxon
Consul F. Muelle
Mr L. Hough O'Neil
Mr and Mrs Oliver
Mr F. P. Ollis
Mr A. R. Parker, R.N.
Mrs Parker
Capt. Paxton
Major Philipps
Mr H. E. Pollock, K.C.
Mr A. C. Robert
Mr and Mrs Rymer
Mrs Sawer
Mr A. Findlay Smith
Mr and Mrs Smith
Mr Carl W. Smith
Mr W. O. C. Spalckhaver
Mr Steavenson
Mr Steen
Mr Stokes
Mr Stoppa
Mr Story
Mr and Mrs W. Thomson
Miss Turner
Mr Wyon Uffel
Cap. & Mrs Watkins
Mr S. T. Wenborn
Dr and Mrs M. J. White

KING EDWARD HOTEL.

Mr K. Abe
Mr M. Abe
Mr T. P. Bows
Mrs J. Bows
Mr F. V. Davis
Mr and Mrs M. J. Drayson
Mr Thos. A. Hamner
Mr W. M. Holmes
Mrs Jackson & child
Mr J. Watt Jameson
Mrs J. W. Jameson
Mr F. Kiene
Mrs Kiene
Capt. F. Kofod
Mr C. Kraaij
Mrs F. R. Pinckerton and child
Mr & Mrs Thos. I. Rose
Mr Bruce Shepherd
Mr E. A. Wilkinson

CONNAUGHT HOUSE.

Major Beith, R.N.
Mr Bord
Mr M. Webb Bowen
Lt. Engineer Clegg
Mr and Mrs H. Eyre
Mr R. M. Ezekiel
Mr Ferrer
Mr Grice
Mrs M. Hall
Mr M. Hertz
Mr C. Hocking
Mr E. Howard
Mr J. E. Joseph
Mrs Marston
Mr R. Menashih
Mr H. Emery Miller
Mr F. S. Montuth
Mr J. Naftaly
Mr W. T. Parker
Miss Reeves
Capt. Smith
Mr H. Stanley
Mr C. Templeman
Mr and Mrs A. N. Tomsett

PELHAM HOUSE.

Mr F. E. Cooper
Mr Henry Dengui
Mr Edwards
Mr and Mrs Ewing
Mr Fowler
Mr J. Francis
Mr H. M. Harrop
Mr C. Harrop
Mr J. Hutchings
Mr H. Jewitt
Mr F. H. Jillings
Mr Levi
Mr Levy
Mr A. Mack
Mr McMillan
Mr Miller
Mr H. Nelson
Mr Perret
Mr W. H. Pickett
Mr Rogers
Mr and Mrs Ruegg and 3 children
Mr Thomas

THOMAS'S HOTEL.

Mr L. Amere
Mr A. G. Campbell
Mr S. P. Christie
Mr G. U. Cook
Mr and Mrs H. R. Harris
Mr G. V. Hayes
Dr Hough
Mr and Mrs H. Len. Kate
Mr & Mrs G. Landans
Mr F. M. Lewis
Mr Jas. Macann
Capt. J. D. Martin
Mr A. E. Porterfield
Mr T. Riedel
Mr W. B. Ror
Mr Thomas Sathurland
Mr G. Burton Sayer
Mr W. Smith
Mr & Mrs Tormsitt with children
Mr C. L. Watwus
Mr M. J. Whiley
Mr K. W. Whitburn
Mr L. C. Young

Temperature.

HONGKONG, February 9, 1905.

BAROMETER—	9 A.M.	30.19
Do.	1 P.M.	30.17
Do.	4 P.M.	30.13
THERMOMETER—	9 A.M.	51
Do.	1 P.M.	50
Do.	4 P.M.	49
Do.	(Wet bulb) 9 A.M.	48
Do.	Do. 1 P.M.	46
Do.	Do. 4 P.M.	45
Do.	Maximum	51
Do.	Minimum over night	49

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported elsewhere.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Officer
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Section.	*Captain.*	*Flag and Rig.*	*Tons nett.*	*Date of Arrival*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Agincourt	....	Worsnop	British str.	2876	Oct. 3	Gilman & Co.		
An Pho	3 c	Kynoch	British str.	966	Feb. 4	Chinese		
Arabia	3 c	Meirenth	Ger. str.	2888	Feb. 8	Portland & Asiatic S. S. Co.		
Ardova	3 c	Smith	British str.	2271	Jan. 29	Mitsui Bussan Kaisha		
Baron Eldon	8 c	Ullstrom	British str.	2385	Feb. 4	Dodwell & Co., Ld.		
Borneo	k w	Muhle	Ger. str.	1091	Feb. 8	Melchers & Co.		
Capri	k w	Belsito	Ital. str.	2783	Feb. 8	Carlowitz & Co.	S'pore and Bombay	Feb. 13.
Cebu	3 c	Yuchusagorri	Amer. str.	468	Feb. 1	Order.		
China	3 c	Friele	Amer str.	3186	Feb. 9	P. M. S. S. Co.	S'hai & San F'cisco	Feb. 17.
Chunsang		Cox	British str.	1416	Feb. 1	Jardine Matheson & Co.	....	Cos'tan Dock
Clara Jebsen	3 c	Bendixen	Ger. str.	1103	Feb. 4	Jebsen & Co.		
Decima	3 c	Schlaikier	Ger. str.	965	Feb. 7	Osaka Shosen Kaisha	Swatow & Anping	Feb. 10.
Dr Hans Jurg Kier	3 c	Larsen	Norw. str.	691	Feb. 2	A. R. Marty	Hoihow & Haiphong	Feb. 10.
Eiger	3 c	Refen	British str.	875	Feb. 1	Order	Singapore & S'baya	Feb. 11.
Fausang	9 c	Mitchell	British str.	1410	Feb. 1	Jardine, Matheson & Co.		
Fooshing	3 c	Arthur	British str.	1423	Feb. 2	Jardine, Matheson & Co.		
Forrest Hall	2 c	Logan	British str.	1991	Jan. 14	Standard Oil Co.		
Frithjof	3 c	Haraldsen	Norw. str.	891	Feb. 8	Osaka Shosen Kaisha		
Germanicus	3 c	Behrmann	Ger. str.	2575	Feb. 8	Dodwell & Co., Ld.		
Glenfarg	k w	Holuson	British str.	2300	Feb. 3	McGregor Bros. & Gow.		
Gregory Apcar	3 c	Olifent	British str.	2961	Feb. 6	David Sassoon & Co., Ld.	S'pore & Calcatta	Feb. 14.
Haiching	5 b	Hodgins	British str.	1267	Feb. 8	Douglas Steamship Co.	Swatow	Feb. 10.
Hohnstein	....	Hamer	Ger. str.	1275	Jan. 18	Lauts, Wegener & Co.	....	K'loon Dock
Holstein	3 c	Hansen	Ger. str.	985	Feb. 8	Jebsen & Co		
Hong Bee	5 c	Peters	British str.	1056	Feb. 7	Chinese	Amoy	Feb. 10.
Hupeh	3 c	Mathias	British str.	1234	Jan. 31	Butterfield & Swire		
Indravelli	....	Cullington	British str.	3125	Nov. 28	Jardine, Matheson & Co.		
Johanne	3 c	Upland	Ger. str.	952	Feb. 7	Jebsen & Co.		
Juno	3 c	Sala	Amer. str.	742	Jan. 28	G. C. Moxon		
Kaifong	....	Finlayson	British str.	1024	Jan. 27	Butterfield & Swire	....	K'loon Dock
Katharine Park	....	Copp	British str.	3075	Jan. 12	Gibb, Livingston & Co.	....	K'loon Dock
Keong-wai	3 c	Mollermann	Ger. str.	1115	Feb. 4	Butterfield & Swire		
Kwang Leo	3 c	Lincoln	Chi. str.	1467	Jan. 31	C. M. S. N. Co.		
Kwangse	3 c	Stott	British str.	1228	Feb. 1	Butterfield & Swire		
Laertes	3 c	Jackson	British str.	1340	Feb. 8	Chinese		
Lanschan	8 c	Sperling	Ger. str.	3000	Feb. 3	Chinese		
Loongsang	5 c	Weigall	British str.	1092	Feb. 6	Jardine, Matheson & Co.	Manila	Feb. 10.
Lyeemoon	3 c	Lehmann	Ger. str.	1238	Feb. 8	Siemssen & Co.		
Macquarie	8 c	George	British str.	1211	Jan. 14	Gibb, Livingston & Co.		
M[illegible]ng	k w	Payne	Brit. str.	1643	Feb. 2	Jardine, Matheson & Co.	Sandakan	Feb. 17.
Meefoo	3 c	Whitelaw	Chi. str.	1321	Jan. 29	C. M. S. N. Co.		
Mercedes	3 c	McGregor	British str.	3000	Feb. 8	Naval Stores Officer		
Orange	3 c	Dannevig	Norw. str.	1744	Feb. 7	Sander, Wieler & Co.		
Petrarch	3 c	Ahrens	Ger. str.	1252	Feb. 7	Sander, Wieler & Co.		
Pitsanulok	3 c	Fuchs	Ger. str.	1267	Feb. 4	Butterfield & Swire		
Pollux	3 c	Svensen	Norw. str.	779	Feb. 4	Order		
Poschan	8 c	Limcke	Ger. str.	2104	Jan. 26	Jebsen & Co.		
Progress	3 c	Bremer	Ger. str.	687	Jan. 16	Siemssen & Co.		
Pronto	3 c	Seeberg	Norw. str.	837	Feb. 7	Aagaard, Thoresen & Co.		
Ras Issa	3 c	Porrett	British str.	2442	Feb. 6	Shewan, Tomes & Co.	S'pore & New York	Feb. 10.
Reigate	5 c	Ross	British str.	2507	Feb. 8	Dodwell & Co., Limited		
Rubi	5 c	Almond	British str.	1611	Feb. 6	Shewan, Tomes & Co.	Manila	Feb. 11.
Ruth	3 c	Halliasen	Norw. str.	2239	Feb. 6	Mitsui Bussan Kaisha		
Sangola	3 c	Jacobs	British str.	3349	Feb. 6	Jardine, Matheson & Co.		
Scotsman	3 c	Mackenzie	British str.	2065	Jan. 29	Dodwell & Co., Limited.		
Sikh	....	Rowley	British str.	3216	Jan. 12	Gibb, Livingston & Co.		
Sobralense	....	Dean	British str.	1232	Jan. 28	Order	....	A'deen Dock
Taksang	3 c	McClure	British str.	977	Feb. 3	Jardine, Matheson & Co.		
Themis	8 c	Thomassen	Norw. str.	1209	Feb. 6	Dodwell & Co., Ld.		
Tsinan	4 c	Brown	British str.	1460	Feb. 8	Butterfield & Swire	Australian Ports	Feb. 14.
Tyr	8 c	Danielsen	Norw. str.	1418	Jan. 26	Shewan, Tomes & Co.		
Waishing	[illegible] c	Courtney	British str.	1179	Jan. 29	Jardine, Matheson & Co.		
Wongkoi	3 c	Reber	Ger. str.	1115	Feb. 6	Butterfield & Swire		
Zoroaster	8 c	Ewan	British str.	2383	Feb. 8	Mitsui Bussan Kaisha		
Sailing Vessels.								
Geo. T. Hay	2 c	Spicer	British sh.	3409	Dec. 21	Arnhold, Karberg & Co.		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER].

Charente, Jason, Kennebec, Telemachus, Ithaka, Knight of St. George, Sandhurst, January 10; *Patroclus, Sicori,* 13; *Tonkin, Abergeldie,* 20; *Candia, Flintshire, Nubia, Malacca, Princess Alice, Stephan, Senegambia,* 24; *Oceanien, Seisdon, Seydlitz, Suevia, Irmgardthorn, Menzell, Montrose,* 27; *Barotse, Helene Rickmers, Oopack, Floridas, Hampstead,* 31; *Antenor, Bencleuch, Binmohr, Fido, Manila, Ningchow, Shimosa, Trieste, Ulysses, Ras Mora, Bylgia, Dageid, Ingridhorn,* Feb. 3; *Dundee, Glenesk, Sagami, Socotra, Prinz Regent Luitpold, Bratsberg, Frankfurt;* 7.

Mails.

The P. M. S. S. Co.'s s.s. *China*, with the AMERICAN MAIL, left Shanghai on Monday, the 6th February, at 11 a.m., and may be expected here on or about Wednesday, the 8th February, at about 1 p.m.

The P. & O. Co.'s s.s. *Bengal* with the ENGLISH MAIL of the 13th January, left Singapore on Monday, the 6th Feb., at 10 a.m., and may be expected here on or about Saturday, the 11th February. This packet brings replies to letters despatched from Hongkong on the 13th Dec. This steamer brings the parcel mails closed in London for despatch by the all sea route on the 5th January, and for despatch overland on the 11th January.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 2 p.m. on Monday, the 6th February, and left again at 10 a.m. on Tuesday for Kobe, where she is due to arrive at 10 a.m. on Wednesday, the 8th February.

The P. M. S. S. *Manchuria*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Manila, on the 28th January.

The P. M. S. S. Co.'s s.s. *Mongolia*, from Hongkong, via the usual ports of Call, on Tuesday, the 25th January, at noon.

Steamers Expected.

The Shire Line s.s. *Merionethshire*, from London &c., left Singapore on the morning of 3rd February, and is due here on Thursday, the 9th February.

The C. P. R. Co.'s s.s. *Tartar* left Yokohama for Vancouver on Saturday, the 4th February, at p.m.

The O. S. S. Co.'s s.s. *Keemun* left Tacoma, Wash., for Hongkong, via Japan, Shanghai, and ports, on 28th January.

The s.s. *Benledi*, from Antwerp and London, left Singapore on the 3rd Feb., for this port.

The O. S. K. s.s. *Bjoerstein Bjoernson*, from Anping, via Swatow and Amoy, may be expected here on the 18th Feb.

The O. S. K., s.s. *M. Struve*, from Tamsui, via Swatow and Amoy, may be expected here on the 15th Feb.

The O. S. K. s.s. *Triumph*, from Foochow, via Swatow and Amoy, may be expected here on the 11th Feb.

The s.s. *Arratoon Apcar* left Singapore for this port on the 3rd Feb., and may be expected here on or about the 9th February.

The Indo-China S. N. Co., Ld.'s s.s. *Laisang*, from Calcutta and The Straits, left Singapore for this port on the 8th February, at 8 a.m.

The P. & O. Co.'s s.s. *Japan* left Singapore for this port on the 4th Feb., at noon.

The P. A. Co.'s s.s. *Aragonia*, left Portland Ore., on January 30th, and may be expected here on March 5th.

Exchange.

HONGKONG, February 9, 1905.

On London—	
Bank, Wire,	1/11⅛
On demand,	1/11 3/16
30 days' sight,	1/11¼
4 months' sight,	1/11⅜
Credits, 4 „ „	1/11⅜
Documentary, 4 months' sight,	2/-
On Paris—	
On demand,	247
Credits, 4 months' sight,	250½
On Berlin—	
On Demand,	201
On New York—	
On demand,	47½
Credits, 60 days' sight,	48⅜
On Bombay—	
Wire,	146
On demand,	146¼
On Calcutta—	
Wire,	146
On demand,	146¼
On Singapore—	
On demand,	1½% p.m.
On Manila—	
On demand, Pesos,	95⅞
On Shanghai—	
On demand,	71½
30 days' sight, (private paper)	72¼
On Yokohama—	
On demand,	96¾
Gold Leaf, 100 fine, (per tael)	$54.30
Sovereigns (Bank's buying rate)	$10.20
Silver (per oz.)	28¼

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

Add 25 minutes 18 seconds to the figures given below to correct to Zone time.

February 10th to 16th 1905.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	feet.	h. m.	feet.
Fri.	10	0 48 a	4.9	m 6 35	2.7
				6 34 a	3.3
Sat.	11	m 0 16	6.3	m 7 6	2.5
		1 19 a	5.0	7 33 a	3.4
Sun.	12	m 0 54	4.7	m 7 35	2.9
		2 2 a	5.2	9 0 a	[illegible]
Mon.	13	m 1 57	4.3	m 8 [illegible]	[illegible]
		2 56 a	5.6	11 9 a	4.1
Tues.	14	m 3 51	3.9	m 8 46	3.4
		3 58 a	5.8		
Wed.	15	m 6 15	3.9	m 0 18	2.6
		5 3 a	6.2	m 9 50	3.5
Thur.	16	m 7 21	3.9	m 1 6	2.0
		6 5 a	6.7	m 11 20	3.6

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.02	30.22	30.16
Temperature	56	51	49
Humidity	93	92	83
Direction of Wind	NW	—	—
Force	1	0	0
Weather	od	o	o
Rain	—	0.02	—

Highest open air temperature on the 7th.........59
Lowest open air temperature on the 7th.........[illegible]

J. I. PLUMMER, *Chief Assistant.*
Hongkong Observatory, Feb. 8th, 1905.

China Coast Meteorological Register.

7th February.—AT 4 P.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force	Weather.
Vl'ostock	2 p.	—	—	—	—	—	—
Nemuro	„	29.65	—	—	SW	2	—
Hakodate	„	29.85	—	—	NW	6	—
Tokio	„	29.90	—	—	NW	2	—
Kochi	„	30.03	—	—	W	2	—
Nagasaki	„	29.95	—	—	N	6	—
Kagoshima	„	30.11	—	—	N	4	—
Oshima	„	30.08	—	—	—	0	—
Naha	„	30.05	—	—	SE	4	—
Ishi'jima	„	30.17	—	—	SE	4	—
Taihoku	1 p.	30.07	—	—	E	2	—
Taichu	„	30.02	—	—	N	4	—
Tainan	„	30.02	—	—	N	4	—
Koshun	„	30.00	—	—	NW	2	—
Pescadores	„	30.04	—	—	NE	8	—
Weihaiwei	3 p.	30.27	22	—	W	2	b
Gutzlaff	„	30.33	31	100	NW	3	oms
Sharp Pk.	„	30.15	47	81	N	3	od
Amoy	„	29.98	50	86	—	0	o
Swatow	„	30.05	54	94	NE	2	o
Canton	„	30.09	45	92	N	2	or
Hongkong	4 p.	30.02	56	93	NW	1	od
Vict. Peak	„	—	—	—	ENE	1	—
Gap Rock	„	30.04	—	—	N	4	—
Macao	„	30.01	48	—	NW	1	ofd
Haiphong	„	—	—	—	—	—	—
Manila	„	29.92	86	36	ESE	3	b
Bacolod	3 p.	—	—	—	NNE	5	b
Iloilo	„	29.85	85	—	NE	3	b
Cebu	„	29.93	83	—	N	2	[illegible]
O. S. James	4 p.	—	—	—	—	—	—
Malate	„	—	—	—	—	—	—

8th February.—AT 10 A.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force	Weather.
Vl'ostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.72	—	—	SW	6	—
Hakodate	„	29.85	—	—	NW	2	—
Tokio	„	29.94	—	—	N	0	—
Kochi	„	30.03	—	—	NW	0	—
Nagasaki	„	30.15	—	—	N	6	—
Kagoshima	„	30.11	—	—	N	4	—
Oshima	„	30.08	—	—	N	6	—
Naha	„	30.05	—	—	N	8	—
Ishi'jima	„	30.05	—	—	N	4	—
Taihoku	6 a.	30.20	—	—	E	2	—
Taichu	„	30.10	—	—	N	6	—
Tainan	„	30.09	—	—	N	4	—
Koshun	„	30.06	—	—	N	2	—
Pescadores	„	30.12	—	—	NE	8	—
Weihaiwei	9 a.	30.44	20	—	WNW	3	o
Gutzlaff	„	30.42	32	79	NW	4	bv
Sharp Pk.	„	30.30	48	85	NE	6	o
Amoy	6 a.	30.14	47	93	NE	2	o
Swatow	9 a.	30.18	47	93	N	1	o
Canton	„	30.20	42	92	N	2	or
Hongkong	10 a.	30.22	51	92	—	0	o
Vict. Peak	„	—	—	—	NE	1	—
Gap Rock	„	30.16	—	—	N	4	—
Macao	„	30.20	44	—	NNW	2	o
Haiphong	„	—	—	—	—	—	—
Manila	„	30.08	79	61	W	2	b
Bacolod	9 a.	—	—	—	N	1	b
Iloilo	„	29.95	79	—	NE	3	o
Cebu	„	30.03	82	—	N	2	o
C. S. James	10 a.	—	—	—	—	—	—
Malate	„	—	—	—	—	—	—

J. I. PLUMMER, *Chief Assistant.*
Hongkong Observatory, Feb. 8 1905.

VESSELS AT THE DOCKS.—*At Kowloon*, Katharine Parke, Kaifong, Kansu, Diu, Hohnstein, Hillas, Shahzada, Cebu.
Cosmopolitan.—Chunsang, Keongwai.
Aberdeen.—Sobralense, Tyr.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Empire (s)	Gibb, Livingston & Co.	Feb. 14, at Noon.
Australian Ports	Tsinan (s)	Butterfield & Swire	February 14.
Am'dam, L'don, A'erp	Glaucus (s)	Butterfield & Swire	February 14.
Am'dam, L'don, A'erp	Idomeneus (s)	Butterfield & Swire	February 28.
Am'dam, L'don, A'erp	Stentor (s)	Butterfield & Swire	March 14.
Am'dam, L'don, A'erp	Achilles (s)	Butterfield & Swire	March 30.
Genoa, Mars., L'pool.	Ajax (s)	Butterfield & Swire	February 20.
Genoa, Mars., L'pool.	Patroclus (s)	Butterfield & Swire	March 20.
Java Ports	Tjilatjap (s)	Java-China-Japan Lijn	2nd half of Feb.
Japan via Shanghai	Tjipanas (s)	Java-China-Japan Lijn	1st half of Mar.
Japan via Shanghai	Tjimahi (s)	Java-China-Japan Lijn	1st half of Mar.
Kobe	Pekin (s)	P. & O. S. N. Co.	About Feb. 13.
London, &c.	Simla (s)	P. & O. S. N. Co.	Feb. 11, at Noon.
Mar., L'don, A'erp, &c.	Java (s)	P. & O. S. N. Co.	About Feb. 15.
Marseilles via Saigon.	Polynesien (s)	Messageries Maritimes	Feb. 21, at 1 p.m.
Manila	Loongsang (s)	Jardine, Matheson & Co	Feb. 10, at 4 p.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	Feb. 11, at 10 a.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Feb. 18, at 10 a.m.
Manila	Shawmut (s)	Dodwell & Co. Limited	About March 14.
New York v. Suez Canal	Satsuma (s)	Dodwell & Co. Limited	About Feb. 15.
New York v. Suez Canal	Richmond Castle (s)	Dodwell & Co. Limited	About Feb. 25.
New York v. Suez Canal	Ras Issa (s)	Shewan, Tomes & Co.	Feb. 10, at 10 a.m.
San Francisco v. Japan	China (s)	Pacific Mail S.S. Co.	Feb 17, at Noon.
San Francisco v. Japan	Manchuria (s)	Pacific Mail S.S. Co.	Feb. 28, at Noon.
San F'cisco via Japan.	Doric (s)	O. & O. S.S. Co.	Mar. 11, at Noon.
San Francisco v. Japan	Korea (s)	Pacific Mail S.S. Co.	Mar. 24, at Noon.
Shanghai	Bengal (s)	P. & O. S. N. Co.	About Feb. 11.
Shanghai	Hupeh (s)	Butterfield & Swire	February 13.
S'pore, P'ang, Calcutta.	Gregory Apcar (s)	D. Sassoon, Sons & Co.	Feb. 14, at 3 p.m.
S'hai and Portland, Or.	Arabia (s)	Portland & A. S. Co.	Feb. 13, Daylight.
S'hai and Portland, Or.	Aragonia (s)	Portland & A. S. Co.	Mar. 5, Daylight.
S'hai and Portland, Or.	Nicomedia (s)	Portland & A. S. Co.	Mar. 31, Daylight.
S'tow, Amoy & Tamsui	Frithjof (s)	Osaka Shosen Kaisha.	Feb. 12, Daylight.
S'tow, Amoy & Tamsui	M. Struve (s)	Osaka Shosen Kaisha.	Feb. 19, Daylight.
Swatow	Haiching (s)	Douglas Lapraik & Co.	Feb. 10, at 10 a.m.
Tientsin	Tientsin (s)	Butterfield & Swire	February 28.
Victoria, B.C., Tacoma	Pingsuey (s)	Butterfield & Swire	March 6.
Victoria, B.C., Tacoma	Hyades (s)	Dodwell & Co. Limited	About Feb. 15.
Victoria, B.C., Tacoma	Pleiades (s)	Dodwell & Co. Simited	About Mar. 15.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	March 8.
Vancouver (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	March 15.
Vancouver (B.C.), &c.	Empress of China (s)	Canadian P'fic R. Co.	March 29.
Y'ma, S'hai, Moji, Kobe	Japan (s)	P. & O. S. N. Co.	About Feb. 12.

SHARE LIST.—QUOTATIONS.

February 9, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	$720 London, £75
National Bank of China, Limited	19,970	£ 10	£ 8	$38
	29,955	£ 10	£ 8	$38
Do. Founders' shares	750	£ 1	£ 1	$10
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$255, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$58½, sales
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 95, sellers
Union Insurance Society, Ld.	10,000	$ 250	$ 100	$700, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$160
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$93
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$340, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.,	50,000	$ 50	all	$208, buyers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$43, sellers
New Amoy Dock Co., Ltd.	6,000	$ 6¼	$ 6¼	$27, sellers
S. C. Farnham, Boyd & Co. Ld.	55,700	Tls. 100	Tls100	Tls. 153, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co. Ld.	30,000	$ 50	$ 50	$23
Douglas Steamship Co., Limited	20,000	$ 50	all	$34, buyers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$26, sellers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$124, buyers
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$38, sellers
	10,000	$ 10	$ 5	$29, sellers
Shell Transport & Trading Co. Ltd.	2,000,000	£ 1	£ 1	22/- sales
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls 50	Tls. 30, sellers
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 50, sales
do. Preference.	100,000			Tls. 48, sales
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$225, buyers
Luzon Sugar Company, Limited	7,000	$ 100	all	$22½ sales & buyers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	T 50	Tls. 57½, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000	$ 50	all	$104½, old
	10,000			$102, new, sellers
Shanghai and Hongkew Wharf Co.	20,100	Tls. 100	Tls100	Tls. 137½, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$134, sellers, ex div.
Shanghai Land Investment Co., Ld.	52,000	Tls. 50	Tls.50	Tls. 116, buyers
Kowloon Land and Building Company	6,000	$ 50	30	$37, buyers, ex div.
Wei-hai-wei Land & Building Co., Ld	3,764	Tls. 25	Tls.25	Tls. 12, buyers
Humphreys Estate & Finance Co.	100,000	$ 10	all	$13, sales
	50,000	$ 10	$ 10	$12½
West Point Building Co., Limited	12,500	$ 50	$ 50	$57½, ex div., sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$265
MINING.				
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	$490
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/10	$3½
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,080	$ 50	all	$141, buyers
Astor House Hotel Ltd. (Tientsin)	2,000	T. Tls.50	Tls.50	Tls. 150, sellers
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	$ 25	$27, sales
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	$ 10	$12½, sales
do.	30,000			$12, buyers
Watkins Limited	10,000	$ 10	$ 10	$9, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$160, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls.50	Tls. 105, sales
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$15½, sales
New Electrics (new issue)	30,000	$ 10	$ 5	$9½, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$ 10	$ 10	$28½, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£ 12/6	£ 12/6	$5½
United Asbestos Oriental Agency, Limited	9,000 ord'y	$ 10	$ 4	$9½
	100 fders	$ 10	10	$180
Hk. Steam Water-boat Co., Ltd.	7,500	$ 10	$ 10	$20, sellers
	7,500			
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$12, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$255, sales
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 400
H'kong Rope Manufactory Co., Ld.	10,000	$ 50	all	$155, sellers
Hongkong Cotton Spinning Co., Ld.	120,000	10	$ 10	$13
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 25, buyers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls.75	Tls. 24
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 30
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls [illegible]	Tls. 150, sellers
China Provident Loan Mortgage Co. Ld.	50,000	$ 10	$ 10	$8½, sellers
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$15, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$40, sellers
Wm. Powell, Ld.	12,000	$ 10	$ 10	$12½, sales & sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,200	$ 50	$ 50	$50
South China Morning Post	6,000	$ 25	$ 25	$22
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$ 10	$ 10	$9½, sellers
Alhambra Limited	300	$ 500	$ 500	$100, buyers

LOANS.	*Amount.*	*Value.*	*Interest*	*Quotation*
Chinese Imperial 1886 x	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON and SMYTH, *Share-Brokers.*

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